

#### DEPARTMENT OF CITY PLANNING

#### **RECOMMENDATION REPORT**

City Planning Commission			Case No.:	CPC-2016-3497-VZC- ZAA-MSC-SPR
Date: Time: Place:	April 12, 20 After 8:30 a Los Angele Council Cha 200 N. Spri Los Angele	018 a.m. s City Hall ambers ng Street s, CA 90012	CEQA No.:ENV-2016-3498-MNDIncidental Cases:N/ARelated Cases:VTT-74572Council No.:10Plan Area:WilshireSpecific Plan:None	
Public Hearing: Jar Appeal Status: Ves only if di Zor		January 17, 2018 Vesting Zone Change is appealable only by the applicant to City Council f disapproved in whole or in part. Zoning Administrator's Adjustment,	Certified NC: General Plan: Current Zone: Proposed Zone:	Wilshire Center-Koreatown Regional Center Commercial C4-2, C2-2 & PB-2 (T)(Q)C4-2
Expiration Multiple A	n Date: Approval:	Director's Decision and Site Plan Review are appealable to the City Council by any party. April 12, 2018 Yes	Applicant: Representative:	Wil-West Elizabeth Peterson, Elizabeth Peterson Group, Inc.

- **PROJECT**627-647 South Western Avenue, 636-638 South Manhattan Place and 3801-3815 West**LOCATION:**Wilshire Boulevard
- **PROPOSED** The project involves the construction, use and maintenance of a new, five-story residential structure over and existing four-story parking garage for a total of nine (9) stories. The project would include 132 studio units and 900 square feet of commercial floor area with a total of 265 automobile parking spaces and 149 bicycle parking spaces.

### **REQUESTED** In accordance with Section 12.36 of the Los Angeles Municipal Code (Multiple Approval Ordinance), the following are requested:

- Pursuant to CEQA Guidelines Sections 15162 and 15164, in consideration of the whole of the administrative record, that the project was assessed in Mitigated Negative Declaration Case No. ENV-2016-3498-MND, adopted on February 18, 2018, ("Mitigated Negative Declaration"), and no subsequent EIR, negative declaration, or addendum is required for approval of the project;
- Pursuant to L.A.M.C. Sections 12.32-F and 12.32-Q, a Vesting Zone Change from C4-2, C2-2 & PB-2 to (T)(Q)C4-2 for the entire site;
- Pursuant to L.A.M.C. Section 12.28, a Zoning Administrator's Adjustment to permit a zero-foot side yards in lieu of the otherwise required 12 feet pursuant to Section 12.11-C,2;
- 4. Pursuant to L.A.M.C. Section 12.21-G,3, a Director's Determination to permit a 10% reduction in the required Open Space, and

5. Pursuant to L.A.M.C. Section 16.05, a Site Plan Review for a development which creates or results in an increase of more than 50 dwelling units.

#### **RECOMMENDED ACTIONS:**

- 1. **Find**, in consideration of the whole of the administrative record, that the project was assessed in Mitigated Negative Declaration Case No. ENV-2016-3498-MND, adopted on February 18, 2018, ("Mitigated Negative Declaration"), and no subsequent EIR, negative declaration, or addendum is required for approval of the project;
- Recommend that the City Council approve a Vesting Zone Change from C4-2, C2-2 & PB-2 to C4-2 to (T)(Q)C4-2 for the entire site;
- 3. **Approve** a Zoning Administrator's Adjustment to permit a zero-foot side yards in lieu of the otherwise required 12 feet pursuant to Section 12.11-C,2;
- 4. **Approve** a Director's Determination to permit a 10% reduction in the required Open Space;
- 5. **Approve** a Site Plan Review for a development which creates 50 or more dwelling units;
- Advise the applicant that, pursuant to California State Public Resources Code Section 21081.6, the City shall monitor or require evidence that mitigation conditions are implemented and maintained throughout the life of the project and the City may require any necessary fees to cover the cost of such monitoring; and
- 7. Advise the applicant that pursuant to State Fish and Game Code Section 711.4, Fish and Game Fee is now required to be submitted to the County Clerk prior to or concurrent with the Environmental Notice of Determination (NOD) Filing.

VICENT P. BERTONI, AICP Director of Planning

Charles J. Rausch, Jr. Associate Zoning Administrator

Oliver Netburn, City Planner (213) 978-1382

Nicholas Hendricks Senior City Planner

**ADVICE TO PUBLIC:** \*The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the *Commission Secretariat, Room 525, City Hall, 200 North Spring Street, Los Angeles, CA 90012* (Phone No. 213-978-1300). While all written communications are given to the Commission for consideration, the initial packets are sent to the week prior to the Commission's meeting date. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to these programs, services and activities. Sign language

interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request not later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at (213) 978-1300.

#### TABLE OF CONTENTS

Project Analysis A-1
Project Summary Background Issues Conclusion
T ConditionsT-1
(Q) Qualified ClassificationQ-1
Conditions of Approval C-1
FindingsF-1
General Plan/Charter Findings Entitlement Findings CEQA Findings
Public Hearing and CommunicationsP-1
Maps:
Map 1 - Vicinity Map

- Map 2 Radius Map
- Map 3 General Plan Map
- Map 4 Existing Zoning Map
- Map 5 Proposed Zoning Map

#### Exhibits:

- Exhibit A Site Plan, Floor Plans, Elevations and Landscape Plan
- Exhibit B Mitigated Negative Declaration No. ENV-2016-3498-MND, Mitigation Monitoring Program and Appendices

#### PROJECT ANALYSIS

#### Project Summary

The project involves the construction, use and maintenance of a new, five-story residential structure over and existing four-story parking garage for a total of nine (9) stories. The project would include 132 studio units and 900 square feet of commercial floor area with a total of 265 automobile parking spaces and 149 bicycle parking spaces.

The subject parking garage currently provides required parking for the adjacent 12-story office building to the south. As such, while the proposed project is only required 132 automobile parking spaces (113 spaces after bicycle parking reductions), the maintenance of the addition 152 automobile parking spaces is required for the adjacent office building. Access to the proposed project is obtained from a two-way driveway along Western Avenue and a two-way driveway along Manhattan Place.

The proposed project includes 11,880 square feet of open space throughout the site, including within both common and private open space areas. Below is a summary of the type and amount of open space provided by the proposed project:

Type of Open Space			
Common			Size (sq. ft.)
	Courtyard @ Podium Level		1,570
	Rock Deck A		2,441
	Rock Deck D		1,068
	Rock Deck C		1,801
	Fitness Center @ Roof Level		1,500
	Clubroom @ Roof Level		1,500
		Total Provided	9,880
Private			
		Total Provided	2,000
Total Open Space (Private and Common)			
		Total Required	13,200
		Total Provided	11,880

Within the open space outlined above, the project will include view decks with lounge seating, built-in bench seating, shade elements, fire pits, a putting green, BBQ facilities, and dining tables and seating. The project will also provide 900 square feet of ground floor commercial floor area which will provide an additional amenity for the project's residents.

The proposed project is required to provide a total of 149 bicycle parking spaces, including 145 spaces for residences (132 short-term and 13 long-term spaces) and 4 for the commercial uses (2 short-term and 2 long-term spaces). A bicycle room is located at the northern portion of the first level of the garage and includes a workspace to allow bicyclists to maintain their bicycles.

The applicant has requested:

1) a Vesting Zone Change from C4-2, C2-2 & PB-2 to (T)(Q)C4-2 for the entire site;

- 2) a Zoning Administrator's Adjustment to permit a zero-foot side yards in lieu of the otherwise required 12 feet pursuant to Section 12.11-C,2;
- 3) a Director's Determination to permit a 10% reduction in the required Open Space, and
- 4) a Site Plan Review for a development which creates or results in an increase of more than 50 dwelling units.

#### **Background**

The subject property is a flat, irregular-shaped, 33,014 square-foot corner lot with a 145-foot frontage along Western Avenue and a 75-foot frontage along Manhattan Place. The property is developed with a four-story parking garage, built in 1967.

The property is located within the Wilshire Community Plan which designates the property for Regional Center Commercial land uses with corresponding zones of CR, C1.5, C2, C4, P, PB RAS3, RAS4, R3, R4 and R5. The site is currently zoned C4-2, C2-2 and PB-2. The applicant has requested a Zone Change to the C4-2 for the entire site. The subject property is located within any Specific Plan or Overlay District. The property is not located within 500 feet of a public school or public park.

The property is located within the Urban Agriculture Incentive Zone and 1.12 km to the nearest fault (Puente Hills Blind Thrust).

#### General Plan Land Use Designation

The Wilshire Community Plan designates the subject property for Regional Center Commercial land uses with corresponding zones of CR, C1.5, C2, C4, P, PB, RAS3, RAS4, R3, R4 and R5. The subject property is zoned R4-2, R4P-2 and C4-2 and the applicant has requested a Vesting Zone Change to C4-2 for the entire property.

#### Surrounding Properties

The surrounding land uses consist of Low Residential, Low II Residential, Low Medium II Residential, Medium Residential, High Medium Residential, General Commercial, Community Commercial and Regional Center Commercial and R1, RD3, R3, R4, CR(PKM) and R4P Zones. Surrounding properties are improved with a mixture of single- and multi-family dwellings, commercial buildings and institutional uses.

Other developments in the surrounding area include the following:

Address	No. of Stories	FAR
3800 Wilshire Boulevard	22	18:1
3801 Wilshire Boulevard	13	7.2:1
619 Manhattan Place	12	3.7:1
3900 Wilshire Boulevard	4	5.3:1
3925 Wilshire Boulevard	6	3.2:1
3960 Wilshire Boulevard	5	3.5:1
4055 Wilshire Boulevard	5	4.1:1

#### Street and Circulation

<u>Western Avenue</u>, abutting the property to the east, is designated an Avenue II dedicated to a width of 92 feet and improved with asphalt roadway and concrete curb, gutter and sidewalk.

<u>Wilshire Boulevard</u>, abutting the property to the south, is designated an Avenue I dedicated to a width of 100 feet and improved with asphalt roadway and concrete curb, gutter and sidewalk.

<u>Manhattan Place Avenue</u>, abutting the property to the west, is a Local Street dedicated to a width of 75 feet and improved with asphalt roadway and concrete curb, gutter and sidewalk.

#### Site Related Cases and Permits

<u>Case No. VTT 74572</u> - Concurrent to the instant Vesting Zone Change, Zoning Administrator's Adjustment, Director's Determination and Site Plan Review application, the applicant filed for the merger and resubdivision into five (5) lots, including one (1) ground lot and four (4) airspace lots. The case was approved by the Advisory Agency on February 14, 2018.

#### Surrounding Related Cases

<u>Case No. CPC-2016-1495-VZC-ZAA-SPR</u> - On April 28, 2016, the City Council adopted a Zone Change from C4-2 and R5P-2 to (T)(Q)C4-1 located at 3869-3879 West Wilshire Boulevard and 626-640 South Saint Andrews Place. (Ordinance No. 185,431; effective March 28, 2018)

#### Public Hearing and Issues

#### Public Hearing

An initial Public Hearing was held jointly with the Deputy Advisory Agency for Case No. VTT-74572 and the Hearing Officer for Case No. CPC-2016-3497-VZC-ZAA-MSC-SPR on January 17, 2018, at 9:30 a.m., at City Hall in downtown Los Angeles. The hearing was attended by approximately six (6) people, including the applicant and the applicant's representatives. No one in attendance spoke in opposition of the proposed project. One (1) support letter was submitted to the file. No letter in in opposition were submitted to the file.

#### Existing Structures

The existing garage building and an adjacent 12-story office building were built as one (1) development and designed by Welton Beckett, a renowned Southern California architect. During the environmental review process an historic resources report was prepared and submitted to the Office of Historic Resources for review in order to determine if the existing structures were historically significant and, if so, to require specific mitigation measures to reduce any potential adverse impact to less than significant. While the structures were determine not to be exceptional works of Welton Beckett's, they were nonetheless found to be valuable resources warranting mitigation measures in the form of documentation of the existing conditions and efforts to retain and restore the remaining character defining materials and features of the courtyard in order to shore up its historic appearance. These measures have been incorporated into MND and Mitigation Monitoring Program.

#### Professional Volunteer Program

The proposed project was reviewed by the Department of City Planning's Urban Design Studio - Professional Volunteer Program (PVP) on January 24, 2017. The following issues, concerns, and recommendations were discussed:

- Architecturally connect the existing garage building with the new structure above. As proposed, the new structure "floats" above the garage with no relationship to one another.
- Redesign the lobby space. Should not be a long hallway.
- Incorporate the courtyard space between the parking building and the office building. Lobby to open onto the courtyard.
- Locate and/or orient elevators so as to provide direct access to the lobby, not through the garage.
- Make better use of the landscaped area along the northern edge of the building at the 5 floor. Either make accessible to the units or provide enhanced landscape plan.
- Provide better activation of the ground floor along Western Avenue.

Because the project involves the retention of the existing parking garage, the location of certain building components are not feasible. The applicant did substantial revise the building design above the garage consistent with the recommendations of PVP. In addition, while project does not fully incorporate the courtyard space between the parking building and the office building, the project does include a glass door which creates some transparency and connection between to the two (2) spaces.

#### **Conclusion**

Based on the Public Hearing and information submitted to the record, staff recommends that the City Planning Commission recommend approval of the Zone Change from C4-2, C2-2 & PB-2 to (T)(Q)C4-2 for the entire site; approve Zoning Administrator's Adjustment to permit a zero-foot side yards; approve a 10% reduction in the amount of required Open Space and approve a Site Plan Review.

Staff also recommends that the City Planning Commission find, in consideration of the whole of the administrative record, that the project was assessed in Mitigated Negative Declaration Case No. ENV-2016-3498-MND, adopted on February 18, 2018, ("Mitigated Negative Declaration"), and no subsequent EIR, negative declaration, or addendum is required for approval of the project.

#### CONDITIONS FOR EFFECTUATING (T) TENTATIVE CLASSIFICATION REMOVAL

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

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

#### Responsibilities/Guarantees.

- 1. As part of early consultation, plan review, and/or project permit review, the applicant/developer shall contact the responsible agencies to ensure that any necessary dedications and improvements are specifically acknowledged by the applicant/developer.
- 2. <u>Bureau of Engineering.</u> Prior to issuance of sign offs for final site plan approval and/or project permits by the Department of City Planning, the applicant/developer shall provide written verification to the Department of City Planning from the responsible agency acknowledging the agency's consultation with the applicant/developer. The required dedications and improvements may necessitate redesign of the project. Any changes to project design required by a public agency shall be documented in writing and submitted for review by the Department of City Planning.
  - a. The applicant/developer shall record the final map of Vesting Tentative Tract No. VTT 74572 or shall provide the necessary dedications and public improvements required under VTT-74572.
- 3. **Fire Department.** Prior to the issuance of building permit, a plot plan shall be submitted to the Fire Department for approval.
- 4. **Bureau of Street Lighting.** No street lighting improvements if no street widening per BOE improvement conditions. Otherwise relocate and upgrade street lights; one (1) on Western Avenue and one (1) on Manhattan Place.

#### (Q) QUALIFIED CLASSIFICATIONS

Pursuant to Section 12.32-G of the Municipal Code, the following limitations are hereby imposed upon the use of the subject property, subject to the "Q" Qualified classification:

- 1. **Use.** The use and area regulations for the new development on-site shall be developed for the commercial uses as permitted in the C4 Zone as defined in LAMC Section 12.16, except as modified by the conditions herein or subsequent action.
- 2. **Development.** The use and development of the property shall be in substantial conformance with the plot plan submitted with the application and marked Exhibit "A", except as may be revised as a result of this action.
- 3. **Residential.** A maximum of 132 dwelling units shall be permitted.
- 4. **Commercial.** A maximum of 900 square feet of commercial floor area shall be permitted.
- 5. Electric Vehicle Parking. The project shall include at least 20 percent of the total number of passenger vehicle parking spaces capable of supporting future electric vehicle supply equipment (EVSE). Plans shall indicate the proposed type and location(s) of EVSE and also include raceway method(s), wiring schematics and electrical calculations to verify that the electrical system has sufficient capacity to simultaneously charge all electric vehicles at all designated EV charging locations at their full rated amperage. Plan design shall be based upon Level 2 or greater EVSE at its maximum operating ampacity. Of the twenty percent EV Ready parking, five percent of the total number of passenger vehicle parking spaces shall be further provided with EV chargers to immediately accommodate electric vehicles within the parking areas. When the application of either the required 20 percent or five percent results in a fractional space, round up to the next whole number. A label stating "EVCAPABLE" shall be posted in a conspicuous place at the service panel or subpanel and next to the raceway termination point.
- 6. **Solar Panels.** The project shall install a photovoltaic system over a minimum of 15% of the area of the rooftop.

#### CONDITIONS OF APPROVAL

Pursuant to Los Angeles Municipal Code Sections 12.28 and 16.05, the following conditions are hereby imposed upon the use of the subject property:

1. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans and materials submitted by the applicant, stamped "Exhibit A," and attached to the subject case file. Minor deviations may be allowed in order to comply with the provisions of the Los Angeles Municipal Code or the project conditions.

#### Side Yards

2. The project shall be permitted a zero-foot side yards along the southern and northern property lines, as shown on Exhibit A.

#### <u>Open Space</u>

- 3. The project shall be permitted a 10% reduction in the amount of usable open space, as required by the Municipal Code.
- 4. The project shall include a minimum of 11,880 square feet of open space throughout the site, as shown on Exhibit A.

#### Site Plan Review

- 5. Landscaping. All tree planter wells shall be a minimum of 48 inches deep.
- 6. **Lighting.** Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties, the public right-of-way, nor from above.

#### 7. Trash and Recycling.

- a. All trash collection and storage areas shall be located on-site and shall not visible from the public right-of-way.
- b. Trash receptacles shall be stored in a fully enclosed building or structure, constructed with a solid roof, at all times.
- 8. **Mechanical and Rooftop Equipment Screening.** Any structures on the roof, such as air conditioning units and other equipment, shall be fully screened from view of any abutting properties and the public right-of-way.

#### 9. Vehicular Access.

- a. A minimum of 40-foot reservoir space be provided between any security gate(s) and the property line or to the satisfaction of the Department of Transportation.
- b. Parking stalls shall be designed so that a vehicle is not required to back into or out of any public street or sidewalk.
- c. Vehicular access to the project shall be limited to right-turn in and right-turn out only along Western Avenue. No restrictions shall apply to Manhattan Place.

d. A parking area and driveway plan be submitted to the Citywide Planning Coordination Section of the Department of Transportation for approval prior to submittal of building permit plans for plan check by the Department of Building and Safety. Transportation approvals are conducted at 201 N. Figueroa Street Suite 550.

#### **Environmental Conditions**

#### 10. Historic Resources.

- a. The project sponsor should commission the preparation of Historic American Building Survey (HABS) photographs of the subject property, and an accompanying HABS Historical Report. The contents of the report should include an architectural description, historical context, and statement of significance, per HABS Historical Report Standards. HABS documentation should provide the appropriate level of visual documentation and written narrative based on the importance of the resource (types of visual documentation typically range from producing a sketch plan to developing measured drawings and view camera (4 x 5") black-and-white photographs). The appropriate level of HABS documentation and written narrative should be determined in consultation with staff of the Los Angeles Department of City Planning, Office of Historic Resources, and reviewed by that office for completeness. The documentation should be completed by a qualified architectural historian or historian who meets the Secretary of the Interior's Professional Qualifications Standards for History and/or Architectural History. The original archivalquality documentation should be offered as donated material to repositories that will make it available for current and future generations, including SCCIC at California State University, Fullerton, Archival copies of the documentation also should be submitted to local research repositories, archives, and libraries. This improvement measure would create a collection of preservation materials that would be available to the public and inform future research. In this way, documentation of the affected properties and presentation of the findings to the community could reduce the impact of the proposed project on the historical resource to Less-than-Significant.
- b. The project sponsor should commission the preparation of Historic American Landscape Survey (HALS) photographs of the courtyard, and an accompanying HALS Historical Report. The contents of the report should include a description of the landscape, historical context, and statement of significance, per HALS Historical Report Standards. HALS documentation should provide the appropriate level of visual documentation and written narrative based on the importance of the resource (types of visual documentation typically range from producing a sketch plan to developing measured drawings and view camera (4 x 5") black-and-white photographs). The appropriate level of HALS documentation and written narrative should be determined in consultation with staff of the Los Angeles Department of City Planning, Office of Historic Resources, and reviewed by that office for completeness. The documentation should be completed by a qualified architectural historian or historian who meets the Secretary of the Interior's Professional Qualifications Standards for History and/or Architectural History. The original archival-quality documentation should be offered as donated material to repositories that will make it available for current and future generations, including SCCIC at California State University, Fullerton, Archival copies of the documentation also should be submitted to local research repositories, archives, and libraries. This improvement measure would create a collection of preservation materials that would be available to the public and inform future research. In this way, documentation of the affected landscape and presentation of the findings to the community could reduce the impact of the proposed project on the historical resource to Less-than-Significant.

c. The project sponsor should endeavor to retain and restore the remaining character defining materials and features of the courtyard in order to shore up its historic appearance. These elements include the orthogonally patterned paving; the bracketed seating area, and the remaining elements of the landscape plan. These elements should be restored and refurbished by a landscape and/or materials professional who is familiar with the restoration of historic materials. A plan should be put in place for the upkeep and retention of the remaining mature trees in the courtyard.

#### 11. Noise.

- a. Construction and demolition shall be restricted to the hours of 7:00 am to 6:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturday.
- b. Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- c. The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.
- d. The construction contractor shall use on-site electrical sources or solar generators to power equipment rather than diesel generators where feasible.
- e. Whenever concrete mixing trucks and concrete pumping trucks operate along Manhattan Place, temporary noise barriers capable of attenuating their noises by 5 dBA or greater shall be positioned to obstruct the line-of-sight travel of their noises to Christ Unity Manor Residences and Christ Church.
- f. All construction areas for staging and warming-up equipment shall be located as far as possible from adjacent noise-sensitive land uses.
- g. Portable noise sheds for smaller, noisy equipment, such as air compressors, dewatering pumps, and generators shall be provided where feasible.

#### 12. Transportation/Traffic.

- a. Applicant shall plan construction and construction staging as to maintain pedestrian access on adjacent sidewalks throughout all construction phases. This requires the applicant to maintain adequate and safe pedestrian protection, including physical separation (including utilization of barriers such as K-Rails or scaffolding, etc.) from work space and vehicular traffic and overhead protection, due to sidewalk closure or blockage, at all times.
- b. Temporary pedestrian facilities should be adjacent to the project site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility.
- c. Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects.
- d. Applicant shall keep sidewalk open during construction until only when it is absolutely required to close or block sidewalk for construction staging. Sidewalk shall be reopened as soon as reasonably feasible taking construction and construction staging into account.

#### Administrative Conditions of Approval

- 13. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review or approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning for placement in the subject file.
- 14. **Code Compliance.** Area, height and use regulations of the (T)(Q)C4-2 zone classification of the subject property shall be complied with, except where herein conditions are more restrictive.
- 15. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assign. The agreement must be submitted to the Department of City Planning for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Department of City Planning for approval before being recorded.
- 16. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public officials, legislation or their successors, designees or amendment to any legislation.
- 17. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.
- 18. **Building Plans.** Page 1 of the grants and all the conditions of approval shall be printed on the building plans submitted to the Department of City Planning and the Department of Building and Safety.
- 19. **Corrective Conditions.** The authorized use shall be conducted at all time with due regards to the character of the surrounding district, and the right is reserved to the City Planning Commission, or the Director pursuant to Section 12.27.1 of the Municipal Code to impose additional corrective conditions, if in the Commission's or Director's opinion such conditions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.
- 20. **Expediting Processing Section.** Prior to the clearance of any conditions, the applicant shall show that all fees have been paid to the Department of City Planning Expedited Processing Section.

#### 21. Indemnification and Reimbursement of Litigation Costs.

Applicant shall do all of the following:

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

- b. Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages and/or settlement costs.
- c. Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$25,000. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (b).
- d. Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement (b).
- e. If the City determines it necessary to protect the City's interests, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

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

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

For purposes of this condition, the following definitions apply:

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

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

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

#### FINDINGS

#### **General Plan/Charter Findings**

#### 1. General Plan.

a. **General Plan Land Use Designation.** The subject property is located within the Wilshire Community Plan which was updated by the City Council on September 19, 2001.

The plan map designates the subject property as Regional Center Commercial land use with corresponding zones of CR, C1.5, C2, C4, P, PB, RAS3, RAS4, R3, R4 and R5. The subject property is zoned PB-2 and C4-2. The Zone Change to the (T)(Q)C4-2 Zone is consistent with the range of zones within the Regional Center Commercial land use designation.

Therefore, the project is consistent with the General Plan as reflected in the adopted Community Plan.

#### b. Land Use Element.

**Wilshire Community Plan.** The Community Plan text includes the following relevant land use objectives and policies:

<u>Goal 1:</u> Provide a safe, secure, and high quality residential environment for all economic, age, and ethnic segments of the Wilshire community.

<u>Objective 1-1:</u> Provide for the preservation of existing quality housing, and for the development of new housing to meet the diverse economic and physical needs of the existing residents and expected new residents in the Wilshire Community Plan Area to the year 2010.

<u>Policy 1-1.1:</u> Protect existing stable single family and low density residential neighborhoods from encroachment by higher density residential uses and other uses that are incompatible as to scale and character, or would otherwise diminish quality of life.

Policy 1-1.3: Provide for adequate Multiple Family residential development.

<u>Objective 1-2:</u> Reduce vehicular trips and congestion by developing new housing in close proximity to regional and community commercial centers, subway stations and existing bus route stops.

<u>Policy 1-2.1</u>: Encourage higher density residential uses near major public transportation centers.

<u>Objective 1-4:</u> Provide affordable housing and increased accessibility to more population segments, especially students, the handicapped and senior citizens.

<u>Policy 1-4.1:</u> Promote greater individual choice in type, quality, price and location of housing.

<u>Policy 1-4.2</u>: Ensure that new housing opportunities minimize displacement of residents.

Policy 1-4.3: Encourage multiple family residential and mixed use development in commercial zones.

The Zone Change to the (T)(Q)C4-2 Zone protects surrounding stable single-family and low-density residential neighborhoods from encroachment by higher density residential uses by allowing for the development of 132 dwelling units on a lot designated and zoned for multi-family uses. The project reduces vehicular trips and congestion by locating new housing within 500 of regional transit services (Wilshire/Western Purple Line Metro Station, Metro Rapids 710, 720 and 757, and Big Blue Bus Rapid 7). The project increases the housing stock, promoting greater individual choice in housing without displacing any existing residents.

<u>Goal 2:</u> Encourage strong and competitive commercial sectors which promote economic vitality and serve the needs of the Wilshire community through well-designed, safe and accessible areas, while preserving historic and cultural character.

<u>Objective 2-1:</u> Preserve and strengthen viable commercial development and provide additional opportunities for new commercial development and services within existing commercial areas.

<u>Policy 2-1.1:</u> New commercial uses should be located in existing established commercial areas or shopping centers.

<u>Policy 2-1.2:</u> Protect existing and planned commercially zoned areas, especially in Regional Commercial Centers, from encroachment by standalone residential development by adhering to the community plan land use designations.

<u>Objective 2-2:</u> Promote distinctive commercial districts and pedestrian-oriented areas.

<u>Policy 2-2.1:</u> Encourage the incorporation of retail, restaurant, and other neighborhood serving uses in the first floor street frontage of structures, including mixed use projects located in Neighborhood Districts.

The Zone Change to the (T)(Q)C4-2 Zone promotes the economic vitality and serves the needs of the Wilshire community by allowing for the redevelopment of parking garage with 132 dwelling units and 900 square feet of ground floor commercial floor area along Western Avenue. The mixed-use project protects existing and planned commercially zoned areas from encroachment by standalone residential development.

Therefore, the project is consistent with the Wilshire Community Plan.

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

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

<u>Objective 3.1:</u> Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.

<u>Policy 3.1.4:</u> Accommodate new development in accordance with land use and density provisions of the General Plan Framework Long-Range Land Use Diagram.

<u>Objective 3.2:</u> Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled, and air pollution.

<u>Policy 3.2.1:</u> Provide a pattern of development consisting of distinct districts, centers, boulevards, and neighborhoods that are differentiated by their functional role, scale, and character. This shall be accomplished by considering factors such as the existing concentrations of use, community-oriented activity centers that currently or potentially service adjacent neighborhoods, and existing or potential public transit corridors and stations.

<u>Policy 3.2.2:</u> Establish, through the Framework Long-Range Land Use Diagram, community plans, and other implementing tools, patterns and types of development that improve the integration of housing with commercial uses and the integration of public services and various densities of residential development within neighborhoods at appropriate locations.

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

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

The Zone Change to the (T)(Q)C4-2 Zone allows for the development of a mixed-use project that provides 132 dwelling units and 900 square feet of ground floor commercial floor area, thereby contributing toward and facilitating the City's long-term economic viability and vision for a more liveable city.

The Zone Change is proper in relation to the project's location within a Regional Center, its location along a major thoroughfare (Western Avenue) and its proximity to

rail and bus transit stations and corridors (Wilshire/Western Purple Line Metro Station, Metro Rapids 710, 720 and 757, and Big Blue Bus Rapid 7). The Zone Change allows for more intense, mixed-use development of the subject property, while reducing vehicular trips to and from the project, vehicle miles traveled, and air pollution.

Additionally, the project's location on an existing, under-utilized, commercially and residentially zoned property enables the city to conserve nearby existing stable residential neighborhoods and lower-intensity commercial districts by allowing controlled growth away from such neighborhoods and districts.

Therefore, the Zone Change to the (T)(Q)C4-2 Zone is consistent with the Distribution of Land Use goals, objectives and policies of the General Plan Framework Element.

<u>Goal 3F:</u> Mixed-use centers that provide jobs, entertainment, culture, and serve the region.

<u>Objective 3.10:</u> Reinforce existing and encourage the development of new regional centers that accommodate a broad range of uses that serve, provide job opportunities, and are accessible to the region, are compatible with adjacent land uses, and are developed to enhance urban lifestyles.

<u>Policy 3.10.1:</u> Accommodate land uses that serve a regional market in areas designated as "Regional Center". Retail uses and services that support and are integrated with the primary uses shall be permitted. The range and densities/intensities of uses permitted in any area shall be identified in the community plans.

The Zone Change to (T)(Q)C4-2 allows for the development of a mixed-use project that provides 132 dwelling units and 900 square feet of ground floor commercial floor area, including retail and restaurant uses, all within 500 feet of existing regional transit services (Wilshire/Western Purple Line Metro Station, Metro Rapids 710, 720 and 757, and Big Blue Bus Rapid 7).

Therefore, the Zone Change is consistent with the Regional Centers goals, objectives and policies of the General Plan Framework Element.

<u>Goal 5A:</u> A liveable City for existing and future residents and one that is attractive to future investment. A City of interconnected, diverse neighborhoods that builds on the strengths of those neighborhoods and functions at both the neighborhood and citywide scales.

<u>Objective 5.2:</u> Encourage future development in centers and in nodes along corridors that are served by transit and are already functioning as centers for the surrounding neighborhoods, the community or the region.

<u>Policy 5.2.2</u>: Encourage the development of centers, districts, and selected corridor/boulevard nodes such that the land uses, scale, and built form allowed and/or encouraged within these areas allow them to function as centers and support transit use, both in daytime and nighttime. Additionally, develop these areas so that they are compatible with surrounding neighborhoods.

<u>Policy 5.2.3:</u> Encourage the development of housing surrounding or adjacent to centers and along designated corridors, at sufficient densities to support the centers, corridors, and the transit system.

The Zone Change to the (T)(Q)C4-2 Zone allows for the development of a mixed-use project within a Regional Center and along a major thoroughfare (Western Avenue) that provides 132 dwelling units and 900 square feet of ground floor commercial floor area, including retail and restaurant uses, all within 500 feet of existing regional transit services (Wilshire/Western Purple Line Metro Station, Metro Rapids 710, 720 and 757, and Big Blue Bus Rapid 7).

Therefore, the Zone Change is consistent with the Urban Form and Neighborhood Design goals, objectives and policies of the General Plan Framework Element.

d. The Housing Element of the General Plan will be implemented by the recommended action herein. The Housing Element is the City's blueprint for meeting housing and growth challenges. It identifies the City's housing conditions and needs, reiterates goals, objectives, and policies that are the foundation of the City's housing and growth strategy, and provides the array of programs the City has committed to implement to create sustainable, mixed-income neighborhoods across the City. The Housing Element includes the following objectives and policies relevant to the instant request:

<u>Goal 1</u>: Housing Production and Preservation.

<u>Objective 1.1</u>: Produce an adequate supply of rental and ownership housing in order to meet current and projected needs.

<u>Policy 1.1.3</u>: Facilitate new construction and preservation of a range of different housing types that address the particular needs of the city's households.

<u>Policy 1.1.4</u>: Expand opportunities for residential development, particularly in designated Centers, Transit Oriented Districts and along Mixed-Use Boulevards.

<u>Objective 1.4</u>: Reduce regulatory and procedural barriers to the production and preservation of housing at all income levels and needs.

<u>Policy 1.4.1</u>: Streamline the land use entitlement, environmental review, and building permit processes, while maintaining incentives to create and preserve affordable housing.

The Zone Change to the (T)(Q)C4-2 Zone implements the Housing Element by increasing the housing supply consistent with the Regional Center Commercial land use designation. By having a consistent (T)(Q)C4-2 Zone across the entire site, the project achieves the production of new housing opportunities, meeting the needs of the city, while offering 132 studio apartments that address the particular needs of the city's households.

Furthermore, the Zone Change to the (T)(Q)C4-2 Zone streamlines the land use entitlement, environmental review, and building permit process by establishing a singular regulatory standard across the entire site which allows for the construction of 132 dwelling units, as opposed to the project going through multiple individual entitlements.

Therefore, the Zone Change is consistent with the Housing Element goals, objectives and policies of the General Plan.

e. The **Mobility Element** of the General Plan (Mobility Plan 2035) is not likely to be affected by the recommended action herein. Western Avenue, abutting the property to the east, is an Avenue II, dedicated to a width of 92 feet and improved with asphalt roadway and concrete curb, gutter and sidewalk. Manhattan Place Avenue, abutting the property to the west, is a Local Street dedicated to a width of 75 feet and improved with asphalt roadway and concrete curb, gutter and sidewalk. A three-foot dedication along Western Avenue is required for the purpose of widening the sidewalk

Western Avenue is included in the Transit Enhanced Network (Moderate Plus Transit Enhanced Streets) in Mobility Plan 2035. The project as designed will support the development of these Networks and meets the following goals and objectives of Mobility Plan 2035:

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

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

The proposed project has been designed with one, one-way driveway along Wilshire Boulevard which will provide access to the commercial parking only. The loading dock is located within the structure and out of view from the public right-of-way.

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

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

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

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

<u>Policy 3.7:</u> Improve transit access and service to major regional destinations, job centers, and inter-modal facilities.

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

The project's proximity to existing regional transit services (within 500 feet of the Wilshire/Western Purple Line Metro Station, Metro Rapids 710, 720 and 757, and Big Blue Bus Rapid 7) will reduce vehicular trips to and from the project, vehicle miles traveled, and will contribute to the improvement of air quality. The adjacency of the regional transit services along with the creation of 132 dwelling units and 900 square feet of commercial floor area ties the proposed project into a regional network of transit and housing.

In addition, the proposed project is required to provide a total of 149 bicycle parking spaces, including 145 spaces for residences (132 short-term and 13 long-term spaces) and 4 for the commercial uses (2 short-term and 2 long-term spaces). A bicycle room is located at the northern portion of the first level of the garage and includes a workspace to allow bicyclists to maintain their bicycles.

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

As conditioned, a minimum of 20% of all new parking spaces will be installed as electronic vehicle-ready.

Lastly, the Department of Transportation determined that the project, which for environmental purposes includes the adaptive re-use of the adjacent 12-story office building, would not result in any significant impacts to traffic or circulation.

Therefore, the Zone Change to the (T)(Q)C4-2 Zone is consistent with Mobility Plan 2035 goals, objectives and policies of the General Plan.

- f. The Air Quality Element of the General Plan will be implemented by the recommended action herein. The Air Quality Element sets forth the goals, objectives and policies which will guide the City in the implementation of its air quality improvement programs and strategies. The Air Quality Element recognizes that air quality strategies must be integrated into land use decisions and represent the City's effort to achieve consistency with regional Air Quality, Growth Management, Mobility and Congestion Management Plans. The Air Quality Element includes the following Goal and Objective relevant to the instant request:
  - <u>Goal 5</u>: Energy efficiency through land use and transportation planning, the use of renewable resources and less polluting fuels, and the implementation of conservation measures including passive methods such as site orientation and tree planting.

<u>Objective 5.1</u>: It is the objective of the City of Los Angeles to increase energy efficiency of City facilities and private developments.

As conditioned, the project has been conditioned to install a photovoltaic system over a minimum of 15% of the area of the rooftop.

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

#### Zone Change

2. Pursuant to Section 12.32-C of the Municipal Code, the zone change is in conformance with the public necessity, convenience, general welfare and good zoning practice.

- a. <u>Public Necessity</u>: Approval of the Zone Change to the (T)(Q)C4-2 Zone is necessary in order for the project to be considered under one zone rather than multiple zones. The mixed-use development is consistent with the type of development encouraged by the General Plan Framework Element and the Wilshire Community Plan, with regard to Regional Center development, as outlined above.
- b. <u>Convenience</u>: The project will redevelop an under-utilized commercially and residentially zoned property that is within 500 feet of the Wilshire/Western Purple Line Metro Station, Metro Rapids 710, 720 and 757, and Big Blue Bus Rapid 7. The project, with 132 dwelling units and 900 square feet of commercial floor area will provide new housing commercial opportunities within walking distance to surrounding residences and public transit.
- c. <u>General Welfare</u>: Granting the Zone Change to the (T)(Q)C4-2 Zone allows for the development of a mixed-use project with 132 dwelling units and 900 square feet of commercial floor area will support the Wilshire community by providing additional housing and commercial opportunities, as well as enhance the urban environment, by encouraging daytime and nighttime activity on an under-utilized site with a Regional Center. Given the project's proximity to existing regional transit services, the project will provide new housing opportunities and amenities at both the local and regional scale.
- d. <u>Good Zoning Practices</u>: Approval of the Zone Change to the (T)(Q)C4-2 Zone with 132 dwelling units and 900 square feet of commercial floor area consistent with the type of development encouraged by the General Plan Framework Element and the Wilshire Community Plan, with regard to Regional Center development, as outlined above. Granting the Zone Change to the (T)(Q)C4-2 Zone will support the Wilshire community by allowing for the development of Regional Center that provides new housing and commercial opportunities while enhancing the urban environment, encouraging daytime and nighttime activity within an under-utilized site with a Regional Center.

#### Zoning Administrator's Adjustment – Side Yard

3. While site characteristics or existing improvements make strict adherence to the zoning regulations impractical or infeasible, the project nonetheless conforms with the intent of those regulations.

The project involves the construction, use and maintenance of a new, five-story residential structure over and existing four-story parking garage for a total of nine (9) stories. The project would include 132 studio units and 900 square feet of commercial floor area with a total of 265 automobile parking spaces and 149 bicycle parking spaces.

Along the northern property line, the existing parking garage provides a zero-foot side yard, while along the southern property line the existing building provides an 11-foot, six-inch (11'-6") side yard. As proposed, the five-story addition above the parking garage provides a 10-foot northerly side yard and a zero-foot southerly side yard. Typically, a nine-story building would require 12-foot side yards and a five-story building (similar to the proposed addition) would require eight-foot side yards.

While the northerly side yard proposed does not conform to the setback requirements of a nine-story building, the five-story addition would conform to the eight-foot side yard requirement if it were not otherwise sitting on top of a four-story structure. The reduced southerly side yard is for the eastern half of the building and is necessitated by the ground floor residential lobby which, if required to be within the existing parking garage, would require significant modifications to the ground layout of the parking garage. To the south of the

subject property is an approximately 20-foot wide courtyard which separates the proposed project from the adjacent office building.

Therefore, with regard to the northerly side yard, the proposed project conforms with the intent of the side yard requirements in that it provides a 10-foot yard for what is otherwise a new five-story building; and with regard to the southerly side yard, the proposed project conforms with the intent of the side yard requirements because relocating the residential lobby to within the parking garage would be impractical and infeasible.

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

The project involves the construction, use and maintenance of a new, five-story residential structure over and existing four-story parking garage for a total of nine (9) stories. The project would include 132 studio units and 900 square feet of commercial floor area with a total of 265 automobile parking spaces and 149 bicycle parking spaces.

The subject property is a flat, irregular-shaped, 33,014 square-foot corner lot with a 145-foot frontage along Western Avenue and a 75-foot frontage along Manhattan Place. The property is developed with a four-story parking garage, built in 1967.

The property is located within the Wilshire Community Plan which designates the property for Regional Center Commercial land uses with corresponding zones of CR, C1.5, C2, C4, P, PB RAS3, RAS4, R3, R4 and R5. The site is currently zoned C4-2, C2-2 and PB-2. The applicant has requested a Zone Change to the C4-2 for the entire site. The subject property is located within any Specific Plan or Overlay District. The property is not located within 500 feet of a public school or public park.

The properties immediately abutting the subject property to the north and south consist of an eight-story parking garage and a 12-story office building, respectively. The eight-story parking garage is built to the adjoining property line with no openings and the 12-story office building is setback from the adjoining property line by approximately 20 feet to accommodate an existing courtyard.

Therefore, the reduced northerly and southerly side yard setbacks will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety.

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

Pursuant to L.A.M.C. Section 12.36-D, when acting on multiple applications for a project, when appropriate, findings may be made by reference to findings made for another application involving the same project. This finding is substantially identical to the finding found earlier in this document as Finding No. 1 in the Vesting Zone Change Findings in accordance with L.A.M.C. Section 12.32 and is hereby incorporated by reference.

Specifically, the project will result in the development of an under-utilized property by constructing 132 new dwelling units at a major transportation node in the City without displacing any existing residents.

#### Reduction in Open Space

### 6. The open space provided conforms with the objectives of the open space requirements for six or more dwelling units.

The project involves the construction, use and maintenance of a new, five-story residential structure over and existing four-story parking garage for a total of nine (9) stories. The project would include 132 studio units and 900 square feet of commercial floor area with a total of 265 automobile parking spaces and 149 bicycle parking spaces.

The proposed project includes 11,880 square feet of open space throughout the site, including within both common and private open space areas. Below is a summary of the type and amount of open space provided by the proposed project:

Type of Open Space			
Common			Size (sq. ft.)
	Courtyard @ Podium Level		1,570
	Rock Deck A		2,441
	Rock Deck D		1,068
	Rock Deck C		1,801
	Fitness Center @ Roof Level		1,500
	Clubroom @ Roof Level		1,500
		Total Provided	9,880
Private			
		Total Provided	2,000
Total Open Space (Pri	vate and Common)		
		Total Required	13,200
		Total Provided	11,880

The objectives of the open space requirements is to "afford occupants of multiple residential dwelling units opportunities for outdoor living and recreation; provide safer play areas for children as an alternative to the surrounding streets, parking areas, and alleys; improve the aesthetic quality of multiple residential dwelling units by providing relief to the massing of buildings through the use of landscape materials and reduced lot coverage; and provide a more desirable living environment for occupants of multiple residential dwelling units by increasing natural light and ventilation, improving pedestrian circulation and providing access to on-site recreation facilities."

The proposed project provides numerous areas for safe recreational activities, both indoor and outdoor including the fitness room, clubroom, putting green, a fire pit and BBQ area. The courtyard and rooftop deck provide increased natural light and ventilation to units that are internally located and would typically have substantially less access to light and air. In addition, all outdoor areas are well-landscaping, making for a more desirable living environmental for occupants

Therefore, the project conforms to the objectives of the open space requirements.

#### 7. The proposed project complies with the total usable open space requirements.

As discussed above, the proposed project is required 13,200 square feet of open space however provides 11,880 square feet throughout the site, including within both common and

Nevertheless, the proposed project provides well-designed common and private open space areas which included a variety of amenities offsetting the reduced amount of area dedicated to open space.

Therefore, the project complies with the total usable open space requirements.

#### Site Plan Review Findings

### 8. The project is in substantial conformance with the purposes, intent and provisions of the General Plan, applicable community plan.

Pursuant to L.A.M.C. Section 12.36-D, when acting on multiple applications for a project, when appropriate, findings may be made by reference to findings made for another application involving the same project. This finding is substantially identical to the finding found earlier in this document as Finding No. 1 in the Vesting Zone Change Findings in accordance with L.A.M.C. Section 12.32 and is hereby incorporated by reference.

Specifically, the project will result in the development of an under-utilized property by constructing 132 new dwelling units at a major transportation node in the City without displacing any existing residents. The project also will incorporate the existing garage structure into the design of the project, thereby preserving the City's history.

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

The project involves the construction, use and maintenance of a new, five-story residential structure over and existing four-story parking garage for a total of nine (9) stories. The project would include 132 studio units and 900 square feet of commercial floor area with a total of 265 automobile parking spaces and 149 bicycle parking spaces.

The subject property is a flat, irregular-shaped, 33,014 square-foot corner lot with a 145-foot frontage along Western Avenue and a 75-foot frontage along Manhattan Place. The property is developed with a four-story parking garage, built in 1967.

The property is located within the Wilshire Community Plan which designates the property for Regional Center Commercial land uses with corresponding zones of CR, C1.5, C2, C4, P, PB RAS3, RAS4, R3, R4 and R5. The site is currently zoned C4-2, C2-2 and PB-2. The applicant has requested a Zone Change to the C4-2 for the entire site. The subject property is located within any Specific Plan or Overlay District. The property is not located within 500 feet of a public school or public park.

Address	No. of Stories	FAR
3800 Wilshire Boulevard	22	18:1
3801 Wilshire Boulevard	13	7.2:1
619 Manhattan Place	12	3.7:1
3900 Wilshire Boulevard	4	5.3:1
3925 Wilshire Boulevard	6	3.2:1
3960 Wilshire Boulevard	5	3.5:1
4055 Wilshire Boulevard	5	4.1:1

Other developments in the surrounding area include the following:

Based on the above, table the proposed building is compatible with the scale and character of the adjacent properties and surrounding neighborhood.

The project includes 900 square feet of ground floor commercial floor area which would be located along Western Avenue, with no commercial floor area along Manhattan Place, consistent with the existing development pattern.

The subject parking garage currently provides required parking for the adjacent 12-story office building to the south. As such, while the proposed project is only required 132 automobile parking spaces (113 spaces after bicycle parking reductions), the maintenance of the addition 152 automobile parking spaces is required for the adjacent office building. Access to the proposed project is obtained from a two-way driveway along Western Avenue and a two-way driveway along Manhattan Place.

The proposed project is required to provide a total of 149 bicycle parking spaces, including 145 spaces for residences (132 short-term and 13 long-term spaces) and 4 for the commercial uses (2 short-term and 2 long-term spaces). A bicycle room is located at the northern portion of the first level of the garage and includes a workspace to allow bicyclists to maintain their bicycles.

All outdoor lighting will be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties, the public right-of-way, nor from above.

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

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

The project involves the construction, use and maintenance of a new, five-story residential structure over and existing four-story parking garage for a total of nine (9) stories. The project would include 132 studio units and 900 square feet of commercial floor area with a total of 265 automobile parking spaces and 149 bicycle parking spaces.

The proposed project includes 11,880 square feet of open space throughout the site, including within both common and private open space areas. Below is a summary of the type and amount of open space provided by the proposed project:

Type of Open Space			_
Common			Size (sq. ft.)
	Courtyard @ Podium Level		1,570
Rock Deck A			2,441
	Rock Deck D		1,068
	Rock Deck C		1,801
	Fitness Center @ Roof Level		1,500
	Clubroom @ Roof Level		1,500
		Total Provided	9,880
Private			
		Total Provided	2,000
Total Open Space (Pri	vate and Common)		
		Total Required	13,200
		Total Provided	11,880

Within the open space outlined above, the project will include view decks with lounge seating, built-in bench seating, shade elements, fire pits, a putting green, BBQ facilities, and dining tables and seating. The project will also provide 900 square feet of ground floor commercial floor area which will provide an additional amenity to the project's residents.

Therefore, the proposed project provides recreational and service amenities in order to improve habitability for the residents and minimize impacts on neighboring properties.

#### Environmental Findings

- 11. Environmental Finding. The City Planning Commission found, in consideration of the whole of the administrative record, that the project was assessed in Mitigated Negative Declaration Case No. ENV-2016-3498-MND, adopted on February 18, 2018, ("Mitigated Negative Declaration"), and no subsequent EIR, negative declaration, or addendum is required for approval of the project.
- 12. **Flood Insurance.** The National Flood Insurance Program rate maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 172,081, have been reviewed and it has been determined that this project is located in Flood Zone X, areas determined to be outside the 0.2% annual chance floodplain. Currently, there are no flood zone compliance requirements for construction in these zones.

# Map 1 Vicinity Map



### Map 2 Radius Map



# Map 3 Existing General Plan Map



# Map 4 Existing Zoning Map



# Map 5 Proposed Zoning Map



# **Exhibit A** Site Plan, Floor Plans, Elevations and Landscape Plan







		PROJEC	T DIRECTORY	
OWNER: Wil-West, Inc 3450 Wilshire Blvd, Suite Los Angeles, CA 90010 213-788-3307	e 1200-115	ARCHITECT: DFH ARCHITECTS 1544 20TH STREET SANTA MONICA, CA 9 ATTN:JAMES FISCHEF TEL: (310) 394-4045	0404	LANDSCAPE ARCHITECT: GAUDET DESIGN GROUP 2109 STONER AVE LOS ANGELES, CA 90025 ATTN:DIRK GAUDET TEL: (310) 828-4908
		PROJECT SU	MMARY - ZONI	NG
LOCATION:	635, 627, 638 S. WE	STERN, LOS ANGELES, CALI	FORNIA 90010	
THIS PROJECT IS 100% P <u>PROPOSED PROJECT</u> :	RIVATELY FUNDED 5-STORY MULTI-FAI	MILY RESIDENTIAL APARTM	ENTS OVER 3-STORY EXIST	ING PARKING OVER 1 LEVELS RETAIL
LOT AREA/BUILDABLE AF	TOTAL 9-STORIES REA (PRE-DEDICATION):	(LOT3) 11,255.0SF,(LOT4)	10,049.8 SF , (LOT14) 11,253	3.3 SF TOTAL = 32,558.1 SF
LOT AREA/BUILDABLE AF	REA (POST-DEDICATION)	): TOTAL = 32,123.1 SF		
LEGAL DESCRIPTION: THE LAND IS SITUATED II LOT 3, (APN: 5503031017 LOT 14, (APN: 5503031017	N THE CITY OF LOS ANG ), TRACT: WESTMINSTE 7), TRACT: WESTMINSTE	GELES, COUNTY OF LOS ANO R PLACE, BLOCK: H, LOT 4, ER PLACE, BLOCK: H	GELES, STATE OF CALIFORN (APN: 5503031017), TRACT: \	IIA, AND IS DESCRIBED AS FOLLOWS: WESTMINSTER PLACE, BLOCK: H
ZONING: ZONING INFORMATION:	C4-2 COMMERCIAL	ZONE, C2-2 COMMERCIAL Z	ONE, PB-2 PARKING ZONE :	REQUEST ZONE CHANGE FROM C2-2
ZI-2374 LOS ANGELES EN ZI-1940 WILSHIRE CENTE ZI-2452 TRANSIT PRIORIT	R/KOREATOWN REDEVI	ELOPMENT PROJECT		
ZI-2410 METRO WESTSID SETBACKS:	E SUBWAY EXTENSION	PROJECT GARAGE NEW RESID	ENTIAL BUILDING	
FRONT: REAR: SIDE (SOUTH	ZERO 5'-5" PL ):11'-6"	ZERO ZERO 10'-0" (12'-0"		
SIDE (SOUTH SIDE (SOUTH SIDE (NORTH	LL): ZERO ): ZERO	ZERO 10'-0" (12'-0"	REQUIRED. REQUEST SIDE	YARD ADJUSTMENT)
SIDE (WEST): (SEE A-1.02) LOWEST EXISTING ADJA	∠ERO <u>CENT GRADE E</u> LEVATIO	10'-0" (12'-0" <u>N:</u> _201.2'	REQUIRED. <u>REQUEST SIDE</u>	YARD ADJUSTMENT)
BUILDING HEIGHT ALLOW	VED:UNLIMITED DED: 101'-8" (MFASURE	D FROM LOWEST EXISTING	ADJACENT GRADE ELEVAT	ION)
	<u></u> v (MLAOUNE			- • • • • •
<u>CLASSIFICATION</u> :	R-2 RESIDENTIAL (S R-2 ACCESSORY (R M 1ST FLOOR RETA S-2 PARKING GARA	SEC 310.4) OOF LEVEL GYM, CLUB ROO NL (SEC 309.1) GE (SEC. 311.3)	DM)	
CONSTRUCTION TYPE:	TYPE I-B W/ NFPA-1	3 SUPERVISED AUTOMATIC	FIRE SPRINKLER SYSTEM (	FLOORS 4 TO 9)
ALLOWABLE DENSITY: LOT AREA ALLOWABLE DENSI PROVIDED DENSITY:	= 32,123 SF (POST-I ITY = 160 UNITS (1 DWE STUDIO TOTAL:	DEDICATION) ELLING UNIT PER 200SF OF L 132 UNITS (2 HABITABL <b>132 UNITS</b> (264 HABITA	.OT AREA) .E ROOMS EA) BLE ROOMS)	
ZONING CODE 1st Floor	Parking 4,31	12.9 SF		
6th Floor 7th Floor	r 23,7 r 23,7	773.0 SF 773.4 SF		
8th Floor 9th Floor	r 23,7 r/Roof 3.01	773.1 SF 19.8 SF		
TOTAL	102	,938.8 SF		
LOT AREA FLOOR AREA ALLOWED (6	<u>.</u> 6:1 FAR)		32,123 SF 192,738 SF	
FLOOR AREA PROVIDED FAR PROPOSED (FLOOR A	AREA PROVIDED/LOT ARE	EA) 102,939/32	102,939 SF ,123 SF= 3.1 (6:1 ALLOWED)	
OPEN SPAC	CE			
<pre>&gt;PACE REQ'D PER &lt;3 HABITABLE ROOMS</pre>	(132 STUDIOS/1BR) TOTAL REQUIRED O	x 100 SF) PEN SPACE	= 13,200SF = 13,200SF	
REQUEST DIRECTOR'S D 10% OF 13,200 SF= 1,320 13,200 SF - 1,320 SF = <u>11</u>	ETERMINATION FOR TH SF 1,880 SF REQUIRED	IE 10% REDUCTION IN OPEN	I SPACE	
OPEN SPACE PROVIDED 50% MIN.COMMON AND O	: PEN TO			
SKY EQUALS = 5,940 SF:	COURTYARD @ POD ROOF DECK A	DIUM LEVEL	= 1,570 SF = 2,441 SF	
	ROOF DECK B ROOF DECK C TOTAL PROVIDED O	PEN TO SKY	= 1,068 SF <u>= 1,801 SF</u> = 6,880 SF	
ENCLOSED AND COMMON	N OPEN		,	
(000 SF MIN FOR EACH SF 25% ALLOWED OF TOTAL	ACE): USEABLE OPEN SPACE: FITNESS CENTER @	2,970 SF ROOF LEVEL	= 1.500 SF	
	CLUB ROOM @ ROO TOTAL PROVIDED EI	DF LEVEL NCLOSED AND COMMON	<u>= 1,500 SF</u> = 3,000 SF	
PRIVATE OPEN SPACE:	50 SF @ 40 UNIT BA	LCONIES	= 2,000SF	
	TOTAL OPEN SPACE	PROVIDED	=11,880 SF (11,880 SF	REQUIRED)

### SHEET INDEX

### ARCHITECTURAL

	A-0.00	COVER SHEET
	A-0.01	RENDERING
	T-1.01	PROJECT DATA
	T-1.13	OPEN SPACE PLANS AND CALCULATIONS
	T-1.14	ZONING F.A.R. PLANS AND CALCULATIONS
	A-1.01	SURVEY
	A-1.02	PROPOSED SITE PLAN
	A-2.01	1ST/GROUND FLOOR PLAN
	A-2.02	2ND FLOOR PARKING PLAN
	A-2.03	3RD FLOOR PARKING PLAN
	A-2.04	4TH FLOOR PARKING PLAN
	A-2.05	5TH FLOOR - PODIUM LEVEL PLAN
	A-2.06	6TH FLOOR PLAN
	A-2.07	7TH FLOOR PLAN
EXISTING PARKING	A-2.08	8TH FLOOR PLAN
	A-2.09	ROOF PLAN
	A-3.01	BUILDING SECTIONS
	A-4.01	EXTERIOR ELEVATIONS
	A-4.02	EXTERIOR ELEVATIONS

<u>C2-2 & PB-2 TO C4-2</u>

PARKING

**RETAIL BICYCLE PARKING:** 

**RESIDENTIAL PARKING SPACES REQUIRED :** 132 STUDIO UNITS @ 1 SPACES/UNIT = 132 X 1 = 132 SPACES TOTAL REQUIRED = 132 SPACES RESIDENTIAL PARKING SPACES PROVIDED (NO GUEST PARKING PROVIDED) (ALL SPACES ARE ASSIGNED): ACCESSIBLE (2% OF 113) = 3 (1 VAN ACCESSIBLE)STANDARD = 110 = 113 SPACES PROVIDED\* TOTAL PROVIDED \*RESIDENTIAL PARKING COUNT REDUCED BY <u>19 SPACES</u> PER L.A. CITY BICYCLE ORDINANCE NO. 182386 RETAIL PARKING SPACES REQUIRED 2 SPACES PER 1000 SF = 2 SPACES REQUIRED (900 SF PROVIDED) RETAIL PARKING SPACES PROVIDED = 1 (VAN ACCESSIBLE) ACCESSIBLE STANDARD = 1 TOTAL = 2 <u>SUPPLEMENTAL PARKING PROVIDED</u> = 150 SPACES (3 ACCESSIBLE SPACES - 2% OF 150) TOTAL PARKING PROVIDED = 265 SPACES **RESIDENTIAL BICYCLE STORAGE:** LONG TERM STORAGE REQUIRED/PROVIDED AT 1 PER DWELLING UNIT = 132 X1 = 132 SPACES AT 1ST FLOOR SHORT TERM STORAGE REQUIRED/PROVIDED AT 1 PER 10 DWELLING UNITS = 1/10 = 13.2 = 13 SPACES (ROUNDED DOWN)

LONG TERM: 2 SPACE PER 2,000 SF = 2 SPACES AT 1ST/GROUND FLOOR SHORT TERM: 2 SPACE PER 2,000 SF = 2 SPACES




-		
	1570 SF	
	1500 SF	
	2441 SF	
	1500 SF	
	1068 SF	
	1801 SF	
	9880 SF	

500 SF
500 SF
500 SF
500 SF
2000 SF

	TOTAL OPEN SPACE PROVIDED	=11,880 SF (11,8
PRIVATE OPEN SPACE:	50 SF @ 40 UNIT BALCONIES	= 2.000SF
	TOTAL PROVIDED ENCLOSED AND COMMON	= 3,000 SF
	CLUB ROOM @ ROOF LEVEL	<u>= 1,500 SF</u>
	FITNESS CENTER @ ROOF LEVEL	= 1,500 SF
25% ALLOWED OF TOTAL US	EABLE OPEN SPACE: 2,970 SF	
(600 SF MIN FOR EACH SPAC	E):	
SPACE PROVIDED		
ENCLOSED AND COMMON O	PEN	0,000 01
	TOTAL PROVIDED OPEN TO SKY	= 6880SF
	BOOF DECK C	= 1,000  SI = 1 801 SF
		- 2,441 SI - 1.068 SE
<u>3RT EQUALS - 5,940 ST.</u>		- 1,570 SI - 2,441 SE
10,20001 - 1,02001 - 11,00		
10% OF 13,200 SF= 1,320SF		
REQUEST DIRECTOR'S DETI	ERMINATION FOR THE 10% REDUCTION IN OPEN SP	ACE
	TOTAL REQUIRED OPEN SPACE	= 13,200SF
<3 HABITABLE ROOMS	(132 STUDIOS/1BR) x 100 SF)	= 13,200SF
OPEN SPACE REQ'D PER LA	INIC 12.21 G:	







3/2017 9:55:39 AM

-			
		CITY OF NE	SITE
6TH ST. BENCHMARK	0 + 32-16070	LOO ANOLLEO	
FD. SPIKE & WASHER LOS ANGELES CITY DESCRIPTION: WIRE SPIKE	IN WEST CURB OF		
ENGINEER)	24 FEET NORTH OF NE OF WILSHIRE	N	
ELEVATION: 198.60	OF CATCH BASIN.		
		AN A A A A A A A A A A A A A A A A A A	
WATER METER			
WATER METER		<u></u>	<sup>⊮</sup> <u>νιςινιτή μαρ</u>
0.2 W. OF P.L.)			NO SCALE
PARKING STRUCTURE	THE LAND REFERRED TO	ON: HEREIN BELOW IS SITUATED IN THE	CITY OF LOS ANGELES IN THE COUNTY
$(WIDTH = 20^{\circ} \pm)$	OF LOS ANGELES, STATE	OF CALIFORNIA, AND IS DESCRIBED	AS FOLLOWS:
SEWER MANHOLE	ESTATE A: LOTS 1 AND 2. BLOCK "I	H". WESTMINSTER PLACE, IN THE CIT	Y OF LOS ANGELES, COUNTY OF LOS
SIGN BOARD	ANGELES, STATE OF CAL OFFICE OF THE COUNTY	FORNIA, AS PER MAP RECORDED IN RECORDER OF SAID COUNTY.	BOOK 9 PAGE 61 OF MAPS, IN THE
	ESTATE B:		
	PARCEL 1:	H" WESTMINSTER PLACE IN THE OUT	Y OF LOS ANGELES COUNTY OF LOS
	ANGELES, STATE OF CAL OFFICE OF THE COUNTY	FORNIA, AS PER MAP RECORDED IN RECORDER OF SAID COUNTY.	BOOK 9 PAGE 61 OF MAPS, IN THE
	PARCEL 2:		
Set in the set of the set	LOTS 3 AND 4, BLOCK " ANGELES, STATE OF CAL	H", WESTMINSTER PLACE, IN THE CIT IFORNIA, AS PER MAP RECORDED IN RECORDER OF SAME COUNTY	TY OF LOS ANGELES, COUNTY OF LOS BOOK 9 PAGE 63 OF MAPS, IN THE
C.L. CONC. DRIVEWAY	PARCEL 3:	RECORDER OF SARD COUNTY.	
	LOT 14, BLOCK "H" WEST STATE OF CALIFORNIA, A	IMINSTER PLACE, IN THE CITY OF LO	OS ANGELES, COUNTY OF LOS ANGELES,
WATER VALVE	THE COUNTY RECORDER	OF SAID COUNTY.	
SEWER MANHOLE	APN: 5503-031-001, 55	03-031-017	
	ITEMS CORRESPO	NDING TO SCHEDULE "B	
STREET LIGHT W/	725 SOUTH FIGUEROA ST LOS ANGELES, CA 9003	7., SUITE 200 7	00057123-994-X49-DB TITLE OFFICER - DAVE BALASSI
PULLBOX	(213) 488-4300 THE FOLLOWING ITEMS WI	ERE FOUND IN SAID COMMITMENT AN	DATED: JUNE 15, 2016 ID ARE REFERENCED ON THIS MAP.
4p.od' \	COVENANTS, CONDITIONS, NUMEROUS ITEMS THAT	, RESTRICTIONS, TERMS AGREEMENTS AFFECT THE SUBJECT PROPERTY, CO	AND MATTERS LISTED HEREON CONTAIN INTENTS MUST BE REVIEWED TO DISCERN
	THE FOLLOWING MAT	TERS AFFECT ESTATE A:	
	NOVEMBER 3, 19 RECORDS. TERMS	OR POLE LINES, CONDULTS AND INCL 349 AS INSTRUMENT NO. 1809, IN B S, PROVISIONS AND CONDITIONS CON	OENTAL PURPOSES RECORDED OOK 31398, PAGE 82 OF OFFICIAL ITAINED IN A DOCUMENT ENTITLED
0.4' W. OF P.L.)	"QUITCLAIM DEEL RECORDS, THIS RECORDS, THIS	D", RECORDED FEBRUARY 17, 1965 / ITEM HAS BEEN QUITCLAIMED AND N	AS INSTRUMENT NO. 4444 OF OFFICIAL O LONGER AFFECTS THE SUBJECT
BLOCK WALL (E. FACE,	(3)- TERMS, COVENAR 6, 1961 AS INST	NTS, CONDITIONS AND PROVISIONS C RUMENT NO. 4947 IN BOOK M804.	ONTAINED IN A LEASE RECORDED JULY PAGE 285 OF OFFICIAL RECORDS, AN
→ O.4' W. OF P.L.) TRAFFIC SIGNAL PULLBOX	AGREEMENT TO INSTRUMENT NO.	MODIFY THE TERMS AND PROVISIONS 79-590736 OF OFFICIAL RECORDS.	RECORDED JUNE 1, 1979 AS THIS ITEM AFFECTS THE SUBJECT
BUILDING	AN OIL AND GAS M1487, PAGE 49	S LEASE RECORDED APRIL 1, 1964 A	AS INSTRUMENT NO. 4445 IN BOOK AFFECTS THE SUBJECT PROPERTY, BUT
BLOCK WALL (E. FACE.	IS BLANKET IN I	NATURE AND IS NOT PLOTTED HERE( OR PIPELINES, VAULTS, AND MANHO	DN. LES, RECORDED APRIL 7, 1967, AS
• 0.4' W. OF P.L.)	AND IS PLOTTED	. 3679, OF OFFICIAL RECORDS, THIS HEREON. ENTITIED "COVENANT AND ACREEM	ITEM AFFECTS THE SUBJECT PROPERTY
BLOCK WALL (E. FACE,	INSTRUMENT NO. PROPERTY, BUT	IS BLANKET IN NATURE AND IS NOT	THIS ITEM AFFECTS THE SUBJECT PLOTTED HEREON.
0.4' W. OF P.L.)	AUGUST 4, 1989	INED IN DOCUMENT ENTREED "FIRE ) AS INSTRUMENT NO. 89-1252312 - IBJECT PROPERTY BUT IS BLANKET	SAFETY DEFICIENCY NOTICE", RECORDED OF OFFICIAL RECORDS, THIS ITEM IN NATURE AND IS NOT PLOTTED
	AN INSTRUMENT	ENTITLED "COVENANT AND AGREEME	ENT", RECORDED AUGUST 30, 1994 AS
	PROPERTY, BUT	IS BLANKET IN NATURE AND IS NOT	, THIS TIEM AFFECTS THE SUBJECT PLOTTED HEREON, WILSHIPE CENTER /KOREATOWAL
	RECOVERY REDE	VELOPMENT PROJECT, RECORDED DE TOFFICIAL RECORDS. THIS ITEM AFF	CEMBER 26, 1995, AS INSTRUMENT NO. ECTS THE SUBJECT PROPERTY, BUT IS
	BLANKET IN NAT	FURE AND IS NOT PLOTTED HEREON. ENTITLED "COVENANT AND AGREEMI	NT", RECORDED OCTOBER 3, 1996 AS
SEWER MANHOLE	PROPERTY, BUT	IS BLANKET IN NATURE AND IS NOT INED IN DOCUMENT ENTITLED "LAND.	PLOTTED HEREON.
WATER VALVE (3)	RECORDED SEPTI THIS ITEM AFFEC	EMBER 9, 1999 AS INSTRUMENT NO. CTS THE SUBJECT PROPERTY, BUT IS N	1999-1710197 OF OFFICIAL RECORDS. BLANKET IN NATURE AND IS NOT
	THE FOLLOWING MAT	TERS AFFECT ESTATE B:	
WATER VALVE (4)	M1487, PAGE 49 IS BLANKET IN N	5 LEASE RECORDED APRIL 1, 1964 A 97 OF OFFICIAL RECORDS. THIS ITEM NATURE AND IS NOT PLOTTED HERE(	AFFECTS THE SUBJECT PROPERTY, BUT DN.
CATCH BASIN W/	AN EASEMENT F	OR PIPELINES, VAULTS, AND MANHO 3679, OF OFFICIAL RECORDS. THIS	LES, RECORDED APRIL 7, 1967, AS ITEM AFFECTS THE SUBJECT PROPERTY
UTILITY MANHOLE	AND IS PLOTTED	HEREON. ENTITLED "COVENANT AND AGREEM	INT", RECORDED APRIL 10, 1984 AS
STORM DRAIN MANHOLE	PROPERTY, BUT	IS BLANKET IN NATURE AND IS NOT	PLOTTED HEREON.
	AUGUST 4, 1989 AFFECTS THE SU	AS INSTRUMENT ENGREED FIRE BAS INSTRUMENT NO. 89-1252312 JØJECT PROPERTY, BUT IS BLANKET	OF OFFICIAL RECORDS. THIS ITEM
W/ STREET LIGHT	HEREON. AN INSTRUMENT	ENTITLED "COVENANT AND AGREEME	ENT", RECORDED OCTOBER 3, 1996 AS
BLOCK WALL (SE. FACE, 0.4' NW. OF P.L.)	PROPERTY, BUT	IS BLANKET IN NATURE AND IS NOT VTS, CONDITIONS AND PROVISIONS C	PLOTTED HEREON.
WATER VALVES (2)	OF OFFICIAL REC	OF LEASE", RECORDED OCTOBER 29, CORDS. THIS ITEM AFFECTS THE SUB	1999 AS INSTRUMENT NO. 99-2032771 JECT PROPERTY, BUT IS BLANKET IN
	TERMS, COVENAL	VIELD, FARGELD Z AND D AND IS NTS, CONDITIONS AND PROVISIONS C DE LEASE", RECORDED NOVEMBER 10	ONTAINED IN A DOCUMENT ENTITLED
× /	2013-1643935 ( BLANKET IN NAT	OF OFFICIAL RECORDS. THIS ITEM AF	FECTS THE SUBJECT PROPERTY, BUT IS
	CTOBER 6. 201	INED IN A DOCUMENT ENTITLED "LAT 4 AS INSTRUMENT NO. 2014-105411 IBJECT PROPERTY BUT IS DIAMUST	NDLORD'S CONSENT", RECORDED 53 OF OFFICIAL RECORDS. THIS ITEM IN NATURE AND IS NOT PLOTTED
	HEREON. HEREON HEREON	N ARE STATED AS FXCEPTIONS ON	ABOVE REFERENCED COMMITMENT NO
377.35'	RESPONSIBILITY FOR THE BY THIS MAP.	COMPLETENESS, ACCURACY, OR CO	NTENT OF SAID REPORT IS ASSUMED
	BASIS OF BEAF	RINGS:	
	THE BEARING OF N 89	953'00" W ALONG THE CENTERLI	NE OF WILSHIRE BOULEVARD
ASHER ANHO	COUNTY OF LOS ANGE BEARINGS FOR THIS S	ULES, STATE OF CALIFORNIA, WAS URVEY.	USED AS THE BASIS OF
Se Wr			
A DR VA	LAND AREA: 55,507 SOUARE FEFT		
WATE STOR (L.S. S	1.27 ACRES		

	N7	ALTA	NSPS AND TITLE SURVEY		
TE-	07/11/16				
	21/11/12				
			JOU/ WILSHIKE BUULEVAKU	Z3Z AVENIUA FABRICANIE, SUILE 10/	
NO. UKAWN	BY: JFC		LOS ANGELES, CALIFORNIA	SAN CLEMENTE, CALIFORNIA 92672	
			IAMISON SERVICES INC	(010) DID 1205 EAV (DID) DID 1207	***************************************
				(343) 240-4000 FAA (343) 240-400/	





LEGEND

- - - - - CENTERLINE OF STREET







MTA CONSTRUCTION STAGING AREA



1

A-4.02

EXISTING BUILDING 13 STORY HEIGHT:+X-185' 641 WESTERN AVENUE APN: 5503-031-001





	RESIDENTIAL PARKING SPACES REQUIRED : 132 STUDIO UNITS @ 1 SPACES/UNIT = 132 X 1 = 132 SPACES TOTAL REQUIRED = 132 SPACES	
	$\frac{\text{RESIDENTIAL PARKING SPACES PROVIDED}{\text{ACCESSIBLE (2% OF 113)} = 3 (1 VAN ACCESSIBLE)}{\text{STANDARD}} = 110 \\ \text{TOTAL PROVIDED} = 113 \text{SPACES PROVIDED*}$	L SPACES ARE ASSIGNED):
	*RESIDENTIAL PARKING COUNT REDUCED BY <u>19 SPACES</u> PER L.A. CITY BICYCLE <u>RETAIL PARKING SPACES REQUIRED</u> 2 SPACES PER 1000 SE - 2 SPACES REQUIRED (000 SE PROVIDED)	ORDINANCE NO. 182386
	<u>RETAIL PARKING SPACES PROVIDED</u> ACCESSIBLE       = 1 (VAN ACCESSIBLE)         STANDARD       = 1	
	TOTAL = 2 <u>SUPPLEMENTAL PARKING PROVIDED</u> = 150 SPACES (3 ACCESSIBLE SPACES - 29)	% OF 150)
	TOTAL PARKING PROVIDED = 265 SPACES	
	RESIDENTIAL BICYCLE STORAGE: LONG TERM STORAGE REQUIRED/PROVIDED AT 1 PER DWELLING UNIT = 1 SHORT TERM STORAGE REQUIRED/PROVIDED AT 1 PER 10 DWELLING UNIT RETAIL BICYCLE PARKING: LONG TERM: 2 SPACE PER 2,000 SF = 2 SPACES AT 1ST/GROUND FLOOR	32  X1 = 132  SPACES AT 1ST FLOOR TS = 1/10 = 13.2 = 13 SPACES (ROUNDED DOWN)
	SHORT TERM: 2 SPACE PER 2,000 SF = 2 SPACES	
		A-4.02
2		
P		APACT COMPACT ق -024 4-023
		APACT STANDARD 50 4-025 4-026 23' - 9"
		STANDARD to the second
		- 0" 18' - 0" 5 29' - 8" DMPACT STANDARD 0 DRIVE AISLE
		4-031 4-030 79' - 0" DMPACT STANDARD $\overset{\sim}{\sim}$
		DMPACT STANDARD to the standard stand Standard standard stand Standard standard stan
		N
NDAR	DARD STANDARD STAND	
-047	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	4-038 4-037 4-036
' - 6"	<u>6"    827'6" 6"    8' - 6"    8' - 6"    8' - 6"    8' - 6"    8' - 6"    8' - 6"    7' - 6" 2' - 10"</u>	<u>8'-6" 7'-6"</u>
	- 0"	28' - 0" 28' - 0" 8' -
	DRICE 28	
8' - 6"	- 6" 8' - 6" 8' - 6" 2' - 6" 8' - 6" 8' - 6" 8' - 6" 8' - 6" 8' - 6" 8' - 6" 8' - 6" 8' - 6" 8' - 6" 8' - 6" 8' - 6"	<u>8'-6" 2'-0" 8'-6" 8'-6"</u>
		STANDARD STANDARD STANDARD STAND
-005	COMPACT         COMPACT <t< td=""><td></td></t<>	
∎∼`₩		
	·	
	PL/	

1 A-4.02



EXISTING BUILDING 13 STORY HEIGHT:+/-185' 641 WESTERN AVENUE APN: 5503-031-001

3rd Floor Parking SCALE: 1







EXISTING BUILDING 13 STORY HEIGHT:+/-185' 641 WESTERN AVENUE APN: 5503-031-001







![](_page_44_Figure_2.jpeg)

EXISTING BUILDING 13 STORY HEIGHT:+/-185' 641 WESTERN AVENUE APN: 5503-031-001

5th Floor - Podium SCALE: 3/32" = 1'-0"

![](_page_44_Picture_5.jpeg)

![](_page_44_Picture_6.jpeg)

![](_page_44_Picture_7.jpeg)

![](_page_45_Figure_0.jpeg)

![](_page_45_Picture_2.jpeg)

![](_page_45_Picture_3.jpeg)

![](_page_45_Picture_4.jpeg)

![](_page_45_Picture_6.jpeg)

![](_page_46_Figure_0.jpeg)

1 A-4.02

![](_page_46_Picture_3.jpeg)

![](_page_46_Picture_5.jpeg)

1 A-4.01

![](_page_47_Figure_0.jpeg)

1 A-4.02

EXISTING BUILDING 13 STORY HEIGHT:+X-185' 641, WESTERN AVENUE APN: 5503-031-001

![](_page_47_Picture_6.jpeg)

![](_page_48_Figure_0.jpeg)

![](_page_48_Picture_3.jpeg)

![](_page_48_Picture_4.jpeg)

![](_page_49_Figure_0.jpeg)

	PROPER	TY LINE								
			·							
		<b>STUDIO</b> 812		<b>STUDIO</b> 810	<b>STUDIO</b> 409		<b>STUDIO</b> 807	<b>STUDIO</b>	<b>STUC</b> 802	<b>2</b>
		<b>STUDIO</b> 712		<b>STUDIO</b> 710	<b>STUDIO</b> 709	<b>STUDIO</b> 708	STUDIO 707	STUDIO 706	<b>STUE</b> 702	<b>)IO</b> 2
		<b>STUDIO</b> 612		<b>STUDIO</b> 610	<b>STUDIO</b> 609	STUDIO 608	<b>STUDIO</b> 607	<b>STUDIO</b> 606	<b>STUE</b> 602	<b>)IO</b> 2
		<b>STUDIO</b> 512		<b>STUDIO</b> 510	<b>STUDIO</b> 509	<b>STUDIO</b> 508	STUDIO 507	STUDIO 506	<b>STUC</b> 502	<b>2</b>
4th Floor Upper								ÖÖR PARKING		
<ul> <li>✓ 33' - 3"</li> <li>3rd Floor Upper</li> <li><u>Parking</u></li> </ul>							A A A A A A A A A A A A A A A A A A A			
20 - 9 2nd Floor Upper 214' - 3"										
								OOR PARKING		

BRIDGE		 		 
- 4 		4TH FLOOR UF PARKING		
		3TH FLOOR UF PARKING		
		2ND FLOOR PARKING		
		1ST/GROUND F UPPER PARKIN	LOOR G	

![](_page_49_Figure_4.jpeg)

![](_page_49_Figure_5.jpeg)

![](_page_49_Picture_8.jpeg)

2017 12:04:28 PM			
	•••••••••••••••••••••••••••••••••••••••		
	······		
			EXISTING BUILDING 13 STORY HEIGHT:+/-185' 641 WESTERN AVENUE APN: 5503-031-001
	······································		

![](_page_50_Figure_1.jpeg)

![](_page_50_Picture_2.jpeg)

![](_page_50_Figure_4.jpeg)

![](_page_51_Figure_0.jpeg)

![](_page_51_Figure_1.jpeg)

![](_page_51_Figure_2.jpeg)

OWNER: WIL-WEST, INC. 3450 WILSHIRE BLVD, SUITE 1200-115 LOS ANGELES, CA 90010 213.788.3307

ARCHITECTURAL CONSULTANTS: DFH ARCHITECTS 1544 20TH STREET SANTA MONICA, CA 90404

LANDSCAPE CONSULTANTS: GAUDET DESIGN GROUP 2109 STONER AVENUE WEST LOS ANGELES, CA 90025 310.828.4908

![](_page_52_Figure_3.jpeg)

# TREE LEGEND

SYMBOL	BOTANICAL NAME	CAL.	REMOVE
1	FICUS RUBIGINOSA	20"	REMOVE
2	FICUS RUBIGINOSA	18"	REMOVE
3	FICUS RUBIGINOSA	18"	REMOVE
4	FICUS NITIDA	24"	REMOVE
5	WASHINTONIA ROBUSTA	30"	REMAIN

![](_page_52_Figure_9.jpeg)

![](_page_52_Figure_10.jpeg)

TREE DISPOSITION PLAN

![](_page_52_Figure_12.jpeg)

![](_page_53_Figure_0.jpeg)

CONCEPTUAL LANDSCAPE PLAN: GROUND LEVEL

![](_page_53_Figure_17.jpeg)

![](_page_54_Figure_0.jpeg)

![](_page_55_Figure_0.jpeg)

AEONIUM 'MINT SAUCER' AEONIUM ARBOREUM 'ZWARTKOP' AGAVE ATTENUATA 'NOVA' ECHEVERIA 'AFTERGLOW' SEDUM NUSSBAUMERIANUM SENECIO CYLINDRICUS SENECIO ROWLEYANUS

![](_page_55_Picture_7.jpeg)

![](_page_55_Picture_8.jpeg)

,	PINK MELALEUCA
-	FRUITLESS OLIVE
<u>):</u>	LITTLE OLLIE DWARF OLIVE
CHANNON'	VARIEGATED KOHUHU
EEN'	SILVER SHEEN KOHUHU
GATA'	VARIEGATED TURF LILY
EZE	DWARF MAT RUSH

**GREEN AEONIUM** BLACK ROSE AEONIUM BLUE FOX TAIL AGAVE ECHEVERIA COPPERTONE STONECROP NARROW-LEAF CHALKSTICKS STRING-OF-PEARLS SENECIO

![](_page_55_Picture_14.jpeg)

![](_page_55_Picture_15.jpeg)

![](_page_55_Picture_16.jpeg)

![](_page_55_Picture_17.jpeg)

CONCEPTUAL LANDSCAPE PLAN: ROOF LEVEL

![](_page_55_Figure_19.jpeg)

# Exhibit B

# Mitigated Negative Declaration No. ENV-2016-3498-MND, Monitoring Program and Appendices

	CITY OF LOS AN OFFICE OF THE CI	NGELES TY CLERK	
	ROOM 395, CIT	YHALL	
	LOS ANGELES, CALIF	ORNIA 90012	
CA		ITAL QUALITY AC	T
	OSED MITIGATED NEG	ATIVE DECLARAT	TON
City of Los Angeles	COUNCIL DISTRICT CD 10 - HERB J. WESSO	N, JR.	
PROJECT TITLE ENV-2016-3498-MND	CASE NO. CPC-2016-3497-VZC-ZAA	-MSC-SPR, VTT-74	572
PROJECT LOCATION 627-647 South Western Avenue, 636-638 S	outh Manhattan Place and 3	801-3815 West Wils	hire Boulevard
PROJECT DESCRIPTION The proposed project is the construction, us four-story parking garage with 900 square fe 11,880 square feet of Open Space; and the of retail into 176 residential units and 10,000 square feet of retail space and 5,126 square The proposed project requires a Zone Chan to permit zero-foot side yards in lieu of the o required Open Space in lieu of the otherwise Tentative Tract Map for the merger and resu- lots.	e and maintenance of a 102 eet of ground floor retail, 265 adaptive reuse of an existing ) square feet of retail. The pr e feet of restaurant space. ge from C4-2, C2-2 & PB-2 t therwise required 12 feet, a e required, and a Site Plan R ibdivision of three (3) lot into	939 square-foot, 132 automobile parking s 136,066 square-foo oject would result in a o C4-2 for the entire Director's Determinat eview. In addition, th five (5) lots, including	2-unit, five-story addition over an existing spaces, 149 bicycle parking spaces and t office building and 21,220 square feet a total of 308 residential units, 10,900 site, a Zoning Administrator's Adjustment tion to permit a 10% reduction in the e applicant has requested a Vesting g one (1) ground lot and four (4) airspace
Wil-West, Inc. 3450 Wilshire Boulevard, #1200-115 Los Angeles, California 90010	OTTER THAN OTT AGEN		
FINDING:			
The City Planning Department of the this project because the mitigation me effects to a level of insignificance	City of Los Angeles has Prop easure(s) outlined on the atta (CONTINUED C	posed that a mitigate iched page(s) will rec	d negative declaration be adopted for duce any potential significant adverse
SEE ATTACHED SHEET(S) FOR AN	IT MITIGATION MEASURES	IIVIPUSED.	
Any written comments received during Agency. The project decision-make m Any changes made should be suppor	g the public review period and ay adopt the mitigated nega ted by substantial evidence i	e attached together w tive declariation, ame n the record and app	vith the response of the Lead City and it, or require preparation of an EIR. ropriate findings made.
THE INITIAL S	STUDY PREPARED FOR TH	IIS PROJECT IS AT	TACHED.
NAME OF PERSON PREPARING THIS FO	TITLE	TELEPHONE NUMBER	
OLIVER NETBURN	/	City Planner	(213) 978-1382
ADDRESS	ATURE (Official)	A.	DATE
200 N. SPRING STREET, 7th FLOOR LOS ANGELES, CA. 90012	relat He	nc	01/31/2018

### V-50. Cultural/Historic Resources

- The project will result in an impact on identified cultural/historical resources. However, the impact can be reduced to a less than significant level though compliance with the following measure(s):
- The project sponsor should commission the preparation of Historic American Building Survey (HABS) photographs of the subject property, and an accompanying HABS Historical Report. The contents of the report should include an architectural description, historical context, and statement of significance, per HABS Historical Report Standards. HABS documentation should provide the appropriate level of visual documentation and written narrative based on the importance of the resource (types of visual documentation typically range from producing a sketch plan to developing measured drawings and view camera (4 x 5") black-and-white photographs). The appropriate level of HABS documentation and written narrative should be determined in consultation with staff of the Los Angeles Department of City Planning, Office of Historic Resources, and reviewed by that office for completeness. The documentation should be completed by a gualified architectural historian or historian who meets the Secretary of the Interior's Professional Qualifications Standards for History and/or Architectural History. The original archival-guality documentation should be offered as donated material to repositories that will make it available for current and future generations, including SCCIC at California State University, Fullerton, Archival copies of the documentation also should be submitted to local research repositories, archives, and libraries. This improvement measure would create a collection of preservation materials that would be available to the public and inform future research. In this way, documentation of the affected properties and presentation of the findings to the community could reduce the impact of the proposed project on the historical resource to Less-than-Significant.
- The project sponsor should commission the preparation of Historic American Landscape Survey (HALS) photographs of the courtyard, and an accompanying HALS Historical Report. The contents of the report should include a description of the landscape, historical context, and statement of significance, per HALS Historical Report Standards. HALS documentation should provide the appropriate level of visual documentation and written narrative based on the importance of the resource (types of visual documentation typically range from producing a sketch plan to developing measured drawings and view camera (4 x 5") black-and-white photographs). The appropriate level of HALS documentation and written narrative should be determined in consultation with staff of the Los Angeles Department of City Planning, Office of Historic Resources, and reviewed by that office for completeness. The documentation should be completed by a qualified architectural historian or historian who meets the Secretary of the Interior's Professional Qualifications Standards for History and/or Architectural History. The original archival-quality documentation should be offered as donated material to repositories that will make it available for current and future generations, including SCCIC at California State University, Fullerton, Archival copies of the documentation also should be submitted to local research repositories, archives, and libraries. This improvement measure would create a collection of preservation materials that would be available to the public and inform future research. In this way, documentation of the affected landscape and presentation of the findings to the community could reduce the impact of the proposed project on the historical resource to Less-than-Significant.
- The project sponsor should endeavor to retain and restore the remaining character defining materials and features of the courtyard in order to shore up its historic appearance. These elements include the orthogonally patterned paving; the bracketed seating area, and the remaining elements of the landscape plan. These elements should be restored and refurbished by a landscape and/or materials professional who is familiar with the restoration of historic materials. A plan should be put in place for the upkeep and retention of the remaining mature trees in the courtyard.

# XII-20. Increased Noise Levels (Demolition, Grading, and Construction Activities)

- ٠
- Construction and demolition shall be restricted to the hours of 7:00 am to 6:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturday.
- Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.
- The construction contractor shall use on-site electrical sources or solar generators to power equipment rather than diesel generators where feasible.

1) Whenever concrete mixing trucks and concrete pumping trucks operate along Manhattan Place, temporary noise barriers capable of attenuating their noises by 5 dBA or greater shall be positioned to obstruct the line-of-sight travel of their noises to Christ Unity Manor Residences and Christ Church. 2) All construction areas for staging and warming-up equipment shall be located as far as possible from adjacent noise-sensitive land uses.
 3) Portable noise sheds for smaller, noisy equipment, such as air compressors, dewatering pumps, and generators shall be provided where feasible.

# XVI-80. Transportation/Traffic

- The project will result in impacts to transportation and/or traffic systems. However, the impact can be reduced to a less than significant level though compliance with the following measure(s):
- Applicant shall plan construction and construction staging as to maintain pedestrian access on adjacent sidewalks throughout all construction phases. This requires the applicant to maintain adequate and safe pedestrian protection, including physical separation (including utilization of barriers such as K-Rails or scaffolding, etc.) from work space and vehicular traffic and overhead protection, due to sidewalk closure or blockage, at all times.
- Temporary pedestrian facilities should be adjacent to the project site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility.
- Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects.
- Applicant shall keep sidewalk open during construction until only when it is absolutely required to close or block sidewalk for construction staging. Sidewalk shall be reopened as soon as reasonably feasible taking construction and construction staging into account.

# **CITY OF LOS ANGELES**

OFFICE OF THE CITY CLERK ROOM 395, CITY HALL

LOS ANGELES, CALIFORNIA 90012

CALIFORNIA ENVIRONMENTAL QUALITY ACT

# INITIAL STUDY

# and CHECKLIST

(CEQA Guidelines Section 15063)

LEAD CITY AGENCY:	COUNCIL DISTRICT:	<b>DATE:</b>	
City of Los Angeles	CD 10 - HERB J. WESSON, JR.	01/11/2018	
RESPONSIBLE AGENCIES: Department of City Planning			
ENVIRONMENTAL CASE:	RELATED CASES:		
ENV-2016-3498-MND	CPC-2016-3497-VZC-ZAA-MSC-SPR, VTT-74572		
PREVIOUS ACTIONS CASE NO.:	<ul> <li>Does have significant changes from previous actions.</li> <li>Does NOT have significant changes from previous actions</li> </ul>		

### **PROJECT DESCRIPTION:**

NEW MIXED-USE DEVELOPMENT WITH 132-UNIT, 5-STORY RESIDENTIAL APARTMENT OVER AN EXISTING FOUR-LEVEL PARKING GARAGE FOR A TOTAL OF 9 STORIES, WITH 900 SF. OF RETAIL SPACE.

### **ENV PROJECT DESCRIPTION:**

The proposed project is the construction, use and maintenance of a 102,939 square-foot, 132-unit, five-story addition over an existing four-story parking garage with 900 square feet of ground floor retail, 265 automobile parking spaces, 149 bicycle parking spaces and 11,880 square feet of Open Space; and the adaptive reuse of an existing 136,066 square-foot office building and 21,220 square feet of retail into 176 residential units and 10,000 square feet of retail. The project would result in a total of 308 residential units, 10,900 square feet of retail space and 5,126 square feet of restaurant space.

The proposed project requires a Zone Change from C4-2, C2-2 & PB-2 to C4-2 for the entire site, a Zoning Administrator's Adjustment to permit zero-foot side yards in lieu of the otherwise required 12 feet, a Director's Determination to permit a 10% reduction in the required Open Space in lieu of the otherwise required, and a Site Plan Review. In addition, the applicant has requested a Vesting Tentative Tract Map for the merger and resubdivision of three (3) lot into five (5) lots, including one (1) ground lot and four (4) airspace lots.

### **ENVIRONMENTAL SETTINGS:**

The subject property is a flat, irregular-shaped, 54,585 square-foot corner lot with a 292-foot frontage along Western Avenue, 147-foot frontage along Wilshire Boulevard and a 75-foot frontage along Manhattan Place. The property is developed with a 12-story, 136,066 square-foot office building and four-story parking garage, both built in 1967.

The property is located within the Wilshire Community Plan. The property is not located within 500 feet of a public school or public park.

The property is located within the Urban Agriculture Incentive Zone and 1.12 km to the nearest fault (Puente Hills Blind Thrust).

The property is not located within an Airport Hazard Area, Coastal Zone, Very High Fire Hazard Severity Zone, Fire District No. 1, Flood Zone, Watercourse, Hazardous Waste / Border Zone Properties, Methane Hazard Site, High Wind Velocity Areas, Special Grading Area (BOE Basic Grid Map A-13372), Oil Wells, Alquist-Priolo Fault Zone, Landslide Area, Liquefaction Zone, Preliminary Fault Rupture Study Area or Tsunami Inundation Zone.

The property is not mapped for farmland.

The surrounding properties consist of Neighborhood Office Commercial and Regional Center Commercial land uses and are zoned R1, R4P, R4, R5P, R5, C4, [T][Q]C2, C2 and P. Surrounding properties are primarily developed with multi-story, multi-family and commercial buildings.

Western Avenue, abutting the property to the east, is designated an Avenue II dedicated to a width of 92 feet and improved with asphalt roadway and concrete curb, gutter and sidewalk.

Wilshire Boulevard, abutting the property to the south, is designated an Avenue I dedicated to a width of 100 feet and improved with asphalt roadway and concrete curb, gutter and sidewalk.

Manhattan Place Avenue, abutting the property to the west, is a Local Street dedicated to a width of 75 feet and improved with asphalt roadway and concrete curb, gutter and sidewalk.

### **PROJECT LOCATION:** 627-647 South Western Avenue, 636-638 South Manhattan Place and 3801-3815 West Wilshire Boulevard **COMMUNITY PLAN AREA:** AREA PLANNING COMMISSION: **CERTIFIED NEIGHBORHOOD** WILSHIRE CENTRAL COUNCIL: STATUS: WILSHIRE CENTER -KOREATOWN Does Conform to Plan Does NOT Conform to Plan | | MAX. DENSITY/INTENSITY **EXISTING ZONING:** ALLOWED BY ZONING: C4-2, C2-2 and PB-2 272 dwelling units MAX. DENSITY/INTENSITY LA River Adjacent: **GENERAL PLAN LAND USE:** ALLOWED BY PLAN **DESIGNATION: Regional Center Commercial** 272 dwelling units **PROPOSED PROJECT DENSITY:** 308 dwelling units

# Determination (To Be Completed By Lead Agency)

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared. I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared. I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required. I find the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed. I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Dlin	City Planner	(213) 978-1382
Signature	Title	Phone

# **Evaluation Of Environmental Impacts:**

- 1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants based on a project-specific screening analysis).
- 2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less that significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).
- 5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:
  - a. Earlier Analysis Used. Identify and state where they are available for review.
  - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - c. Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

- 6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7. Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9. The explanation of each issue should identify:
  - a. The significance criteria or threshold, if any, used to evaluate each question; and
  - b. The mitigation measure identified, if any, to reduce the impact to less than significance.

# **Environmental Factors Potentially Affected:**

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

<ul> <li>AESTHETICS</li> <li>AGRICULTURE AND FOREST RESOURCES</li> <li>AIR QUALITY</li> <li>BIOLOGICAL RESOURCES</li> <li>CULTURAL RESOURCES</li> <li>GEOLOGY AND SOILS</li> </ul>	GREEN HOUSE GAS EMISSIONS□HAZARDS AND HAZARDOUS MATERIALS□HYDROLOGY AND WATER QUALITY□LAND USE AND PLANNING□MINERAL RESOURCES✓NOISE□	POPULATION AND HOUSING PUBLIC SERVICES RECREATION TRANSPORTATION/TRAFFIC TRIBAL CULTURAL RESOURCES UTILITIES AND SERVICE SYSTEMS	MANDATORY FINDINGS OF SIGNIFICANCE
--	--	---	--

# **INITIAL STUDY CHECKLIST** (To be completed by the Lead City Agency)

Background PROPONENT NAME: Wil-West, Inc. APPLICANT ADDRESS: 3450 Wilshire Boulevard, #1200-115 Los Angeles, California 90010 AGENCY REQUIRING CHECKLIST: Department of City Planning PROPOSAL NAME (if Applicable):

PHONE NUMBER:

(213) 788-3307

**DATE SUBMITTED:** 09/15/2016

Potentially significant	Less than significant with mitigation	Less than significant	
impact	incorporated	impact	No impact

I. A	ESTHETICS			
a.	Have a substantial adverse effect on a scenic vista?			$\checkmark$
b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			~
C.	Substantially degrade the existing visual character or quality of the site and its surroundings?		~	
d.	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?		~	
II. /	AGRICULTURE AND FOREST RESOURCES	· · · ·		
a.	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?			~
b.	Conflict with existing zoning for agricultural use, or a Williamson Act contract?			$\checkmark$
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?			$\checkmark$
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?			$\checkmark$
III.	AIR QUALITY			
a.	Conflict with or obstruct implementation of the applicable air quality plan?		$\checkmark$	
b.	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		~	
c.	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?		~	
d.	Expose sensitive receptors to substantial pollutant concentrations?		$\checkmark$	
e.	Create objectionable odors affecting a substantial number of people?		$\checkmark$	
IV.	BIOLOGICAL RESOURCES			
a.	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?			~
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?			~
C.	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			~
d.	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			<b>√</b>
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?			~
V.	CULTURAL RESOURCES			

Potentially significant	Less than significant with mitigation	Less than significant	
impact	incorporated	impact	No impact

a.	Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	✓		
b.	Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?			$\checkmark$
C.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			$\checkmark$
d.	Disturb any human remains, including those interred outside of formal cemeteries?			$\checkmark$
VI.	GEOLOGY AND SOILS			
a.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: 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.		~	
b.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Strong seismic ground shaking?		✓	
C.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Seismic-related ground failure, including liquefaction?			~
d.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Landslides?			$\checkmark$
e.	Result in substantial soil erosion or the loss of topsoil?			$\checkmark$
f.	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?		~	
g.	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			~
h.	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?			~
VII	. GREEN HOUSE GAS EMISSIONS	 		
a.	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?		✓	
b.	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?		✓	
VII	I. HAZARDS AND HAZARDOUS MATERIALS	 		
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?			<b>√</b>
f.	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?			~
g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?		$\checkmark$	

Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact

h.	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?			<ul> <li>✓</li> </ul>
IX.	HYDROLOGY AND WATER QUALITY			
a.	Violate any water quality standards or waste discharge requirements?		$\checkmark$	
b.	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			×
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			<b>~</b>
d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			~
e.	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			~
f.	Otherwise substantially degrade water quality?			$\checkmark$
g.	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?			~
h.	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?			<ul> <li>Image: A start of the start of</li></ul>
i.	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?			~
j.	Inundation by seiche, tsunami, or mudflow?			$\checkmark$
Х.	LAND USE AND PLANNING			
a.	Physically divide an established community?			$\checkmark$
b.	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?		~	
C.	Conflict with any applicable habitat conservation plan or natural community conservation plan?			<ul> <li>Image: A start of the start of</li></ul>
XI.	MINERAL RESOURCES			
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?			<ul> <li>Image: A start of the start of</li></ul>
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?			~
XII	NOISE			
a.	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			
b.	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?		$\checkmark$	
C.	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?		$\checkmark$	
d.	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	✓		

		Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				~
f.	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				✓
XI	II. POPULATION AND HOUSING				1
a.	Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			~	
b.	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				~
c.	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				~
XI	V. PUBLIC SERVICES			-	-
a.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire protection?			~	
b.	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: Police protection?			~	
C.	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: Schools?			~	
d.	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: Parks?			~	
e.	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: Other public facilities?			~	
X۱	/. RECREATION				P
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?			~	
X۱	/I. TRANSPORTATION/TRAFFIC				
a.	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			~	

		Potentially significant impact	significant with mitigation incorporated	Less than significant impact	No impact
b.	Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?			~	
c.	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				✓
d.	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?		<ul> <li>Image: A start of the start of</li></ul>		
e.	Result in inadequate emergency access?			$\checkmark$	
f.	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				~
X۷	II. TRIBAL CULTURAL RESOURCES				
a.	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: Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or			~	
b.	Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource of the resource to a California Native American tribe.			~	
X۷	III. UTILITIES AND SERVICE SYSTEMS				
a.	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			~	
b.	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			~	
C.	Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			~	
d.	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			~	
e.	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			~	
f.	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			~	
g.	Comply with federal, state, and local statutes and regulations related to solid waste?			✓	
XIX	(. MANDATORY FINDINGS OF SIGNIFICANCE				
a.	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			~	

Less than

Potentially significant	Less than significant with mitigation	Less than significant	
impact	incorporated	impact	No impact

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?	~		

Note: Authority cited: Sections 21083, 21083.05, Public Resources Code. Reference: Section 65088.4, Gov. Code; Sections 21080, 21083.05, 21095, Pub. Resources Code; *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th at 1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656.

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

The Environmental Impact Assessment includes the use of official City of Los Angeles and other government source reference materials related to various environmental impact categories (e.g., Hydrology, Air Quality, Biology, Cultural Resources, etc.). The State of California, Department of Conservation, Division of Mines and Geology - Seismic Hazard Maps and reports, are used to identify potential future significant seismic events; including probable magnitudes, liquefaction, and landslide hazards. Based on applicant information provided in the Master Land Use Application and Environmental Assessment Form, impact evaluations were based on stated facts contained therein, including but not limited to, reference materials indicated above, field investigation of the project site, and any other reliable reference materials known at the time.

Project specific impacts were evaluated based on all relevant facts indicated in the Environmental Assessment Form and expressed through the applicant's project description and supportive materials. Both the Initial Study Checklist and Checklist Explanations, in conjunction with the City of Los Angeles's Adopted Thresholds Guide and CEQA Guidelines, were used to reach reasonable conclusions on environmental impacts as mandated under the California Environmental Quality Act (CEQA).

The project as identified in the project description may cause potentially significant impacts on the environment without mitigation. Therefore, this environmental analysis concludes that a Mitigated Negative Declaration shall be issued to avoid and mitigate all potential adverse impacts on the environment by the imposition of mitigation measures and/or conditions contained and expressed in this document; the environmental case file known as **ENV-2016-3498-MND** and the associated case(s),

**CPC-2016-3497-VZC-ZAA-MSC-SPR, VTT-74572**. Finally, based on the fact that these impacts can be feasibly mitigated to less than significant, and based on the findings and thresholds for Mandatory Findings of Significance as described in the California Environmental Quality Act, section 15065, the overall project impact(s) on the environment (after mitigation) will not:

- Substantially degrade environmental quality.
- Substantially reduce fish or wildlife habitat.
- Cause a fish or wildlife habitat to drop below self sustaining levels.
- Threaten to eliminate a plant or animal community.
- Reduce number, or restrict range of a rare, threatened, or endangered species.
- Eliminate important examples of major periods of California history or prehistory.
- Achieve short-term goals to the disadvantage of long-term goals.
- Result in environmental effects that are individually limited but cumulatively considerable.
- Result in environmental effects that will cause substantial adverse effects on human beings.

### ADDITIONAL INFORMATION:

All supporting documents and references are contained in the Environmental Case File referenced above and may be viewed in the EIR Unit, Room 763, City Hall.

<u>For City information, addresses and phone numbers:</u> visit the City's website at http://www.lacity.org ; City Planning - and Zoning Information Mapping Automated System (ZIMAS) cityplanning.lacity.org/ or EIR Unit, City Hall, 200 N Spring Street, Room 763. Seismic Hazard Maps - http://gmw.consrv.ca.gov/shmp/

Engineering/Infrastructure/Topographic Maps/Parcel Information - http://boemaps.eng.ci.la.ca.us/index01.htm or City's main website under the heading "Navigate LA".

PREPARED BY:	TITLE:	TELEPHONE NO.:	DATE:
OLIVER NETBURN	City Planner	(213) 978-1382	01/10/2018
Impact?

## APPENDIX A: ENVIRONMENTAL IMPACTS EXPLANATION TABLE

I. A	AESTHETICS		
a.	NO IMPACT	A significant impact would occur if the proposed project would have a substantial adverse effect on a scenic vista. A scenic vista refers to views of focal points or panoramic views of broader geographic areas that have visual interest. A focal point view would consist of a view of a notable object, building, or setting. Diminishment of a scenic vista would occur if the bulk or design of a building or development contrasts enough with a visually interesting view, so that the quality of the view is permanently affected. The project is not located on or near any scenic vista. No impact would occur.	
b.	NO IMPACT	A significant impact would occur if the proposed project would substantially damage a scenic resource, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. The project is not located on or near any scenic resource. No impact would occur.	
с.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would substantially degrade the existing visual character or quality of the project site and its surroundings. Significant impacts to the visual character of a site and its surroundings are generally based on the removal of features with aesthetic value, the introduction of contrasting urban features into a local area, and the degree to which the elements of the proposed project detract from the visual character of an area. The proposed project would result in the construction of a 102,939 square-foot, 132-unit, five-story addition over an existing four-story parking garage and the adaptive reuse of the existing office building. The project's building heights and massing would be similar to other developments in the area. Accordingly, the proposed project would not degrade the existing visual character or quality of the project site and its surroundings. Therefore, the proposed project would result in a less than significant impact on visual quality.	

	Impact?	Explanation	Mitigation Measures
d.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if light and glare substantially altered the character of off-site areas surrounding the site or interfered with the performance of an off-site activity. Light impacts are typically associated with the use of artificial light during the evening and night-time hours. Glare may be a daytime occurrence caused by the reflection of sunlight or artificial light from highly polished surfaces, such as window glass and reflective cladding materials, and may interfere with the safe operation of a motor vehicle on adjacent streets. Daytime glare is common in urban areas and is typically associated with mid- to high-rise buildings with exterior façades largely or entirely comprised of highly reflective glass or mirror-like materials. Nighttime glare is primarily associated with bright point-source lighting that contrasts with existing low ambient light conditions. Due to the urbanized nature of the area, a moderate level of ambient nighttime light already exists. Nighttime lighting sources include street lights, vehicle headlights, and interior and exterior building illumination. The proposed project would include nighttime security lighting primarily along the perimeter of the project site. However, the security lighting would be night-friendly LEDs and would not substantially change existing ambient nighttime lighting conditions. The proposed project does not include any elements or features that	
		glare. Therefore, light and glare impacts would be less than significant.	
II. A	GRICULTURE AND FOREST RESOU	RCES	
а.	NO IMPACT	A significant impact would occur if the proposed project would convert valued farmland to non-agricultural uses. The project site is developed with four-story parking garage. No Farmland, agricultural uses, or related operations are present within the project site or surrounding area. Due to its urban setting, the project site and surrounding area are not included in the Farmland Mapping and Monitoring Program of the California Resources Agency. Therefore, the proposed project would not convert any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use, and no impact would	

	lunna at 2	Fundametian	Mitigation
	Impact?	Explanation	Measures
		occur.	
b.	NO IMPACT	A significant impact would occur if the	
		proposed project conflicted with existing	
		enrolled under a Williamson Act Contract	
		The project site is not zoned for	
		agricultural use or under a Williamson Act	
		Contract. The project site is currently	
		zoned C4-2, C2-2 and PB-2. As the	
		contain farmland of any type, the	
		proposed project would not conflict with a	
		Williamson Act Contract. Therefore, no	
		impact would occur.	
C.	NO IMPACT	A significant impact would occur if the	
		proposed project conflicted with existing	
		zoning for, or caused rezoning of forest	
		forest land or in the conversion of forest	
		land to non-forest use. The project site	
		and the surrounding area are not zoned	
		for forest land or timberland. As identified	
		C4-2 C2-2 and PB-2 Accordingly the	
		proposed project would not conflict with	
		forest land or timberland zoning or result	
		in the loss of forest land or conversion of	
		forest land to non-forest use. I herefore,	
4		A significant impact would accur if the	
a.		A significant impact would occur if the	
		zoning for, or caused rezoning of forest	
		land or timberland or result in the loss of	
		forest land or in the conversion of forest	
		and to non-forest use. The project site	
		for forest land or timberland. As identified	
		above, the project site is currently zoned	
		C4-2, C2-2 and PB-2. Accordingly, the	
		proposed project would not conflict with	
		forest land or timberland zoning or result	
		forest land to non-forest use. Therefore	
		no impact would occur.	
e.	NO IMPACT	A significant impact would occur if the	
		proposed project caused the conversion	
		of farmland to non-agricultural use or	
		rolest Lanu to Non-Forest Use. The	
		forestland, or timberland. Therefore, no	
		impacts would occur.	
III. /			

	Impact?	Explanation	Mitigation Measures
a.	LESS THAN SIGNIFICANT IMPACT	The South Coast Air Quality Management District (SCAQMD) is the agency primarily responsible for comprehensive air pollution control in the South Coast Air Basin (Basin) and reducing emissions from area and point stationary, mobile, and indirect sources. SCAQMD prepared the 2012 Air Quality Management Plan (AQMP) to meet federal and state ambient air quality standards. A significant air quality impact may occur if a project is inconsistent with the AQMP or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of that plan. As discussed in the Air Quality Impact Analysis report prepared by Douglas Kim & Associates, LLC. , dated September 16, 2016 (see attached), the proposed 308 residential units, 10,900 square feet of retail space and 5,126 square feet of restaurant space will neither conflict with the SCAQMD's 2012 Air Quality Management Plan (AQMP) nor jeopardize the region's attainment of air quality standards. Additionally, the report indicates that the proposed project would not conflict with the Air Quality Element of City's General Plan. The proposed project is also subject to the City's Green Building Program Ordinance (Ord. No. 179,890), which was adopted to reduce the use of natural resources, create healthier living environments, and minimize the negative impacts of development on local, regional	
b.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would violate any air quality standard or contribute substantially to an existing or projected air quality violation. Project construction and operation emissions can be estimated using California Emissions Estimator Model (CalEEMod), a statewide land use emissions computer model designed to quantify potential criteria pollutant and greenhouse gas (GHG) emissions associated with both construction and operations from land use projects. As shown in Table 3-7 in the Douglas Kim & Associates, LLC. Air Quality Impact Analysis report (see attached), construction of the proposed project will produce VOC, NOX, CO, SOX, PM10 and PM2.5 emissions that do not exceed the SCAQMD's regional or localized	

	Impact?	Explanation	Mitigation Measures
		thresholds. Similarly, as shown in Table 3-8 in the Douglas Kim & Associates, LLC. Air Quality Impact Analysis report (see attached), operation of the proposed project will produce VOC, NOX, CO, SOX, PM10 and PM2.5 emissions that do not exceed the SCAQMD's regional or localized thresholds. Therefore, project impacts would be less than significant.	
с.	LESS THAN SIGNIFICANT IMPACT	Construction of the proposed project would not contribute significantly to cumulative emissions of any non-attainment regional pollutants. For regional ozone precursors, the project would not exceed SCAQMD mass emission thresholds for ozone precursors during construction. Similarly, regional emissions of PM10 and PM2.5 would not exceed mass thresholds established by the SCAQMD. Therefore, construction emissions impacts on regional criteria pollutant emissions would be considered less than significant. When considering local impacts, cumulative construction emissions are considered when projects are within close proximity of each other that could result in larger impacts on local sensitive receptors. Construction of the project itself would not produce cumulative considerable emissions of localized nonattainment pollutants PM10 and PM2.5, as the anticipated emissions would not exceed LST thresholds set by the SCAQMD. This is considered a less than significant impact. As for cumulative operational impacts, the proposed land use will not produce cumulatively considerable emissions of nonattainment pollutants at the regional or local level. Because the project's air quality impacts would not exceed the SCAQMD's operational thresholds of significance as noted in Table 3-10 (see attached), the project's impacts on cumulative emissions of nonattainment pollutants is considered	
d.	LESS THAN SIGNIFICANT IMPACT	less than significant. Based on the City of Los Angeles CEQA	
		Thresholds Guide, a significant impact may occur if a project were to generate pollutant concentrations to a degree that would significantly affect sensitive receptors. As illustrated in Table 3-7 of the Air Quality Impact report (see attached), nearby sensitive receptors would not be exposed to substantial concentrations of localized pollutants	

	Impact2	Exploration	Mitigation		
	impact?	Explanation	measures		
		PM10 and PM2.5 from construction of the			
		proposed project. Specifically,			
		construction activities would not exceed			
		SCAQMD LST thresholds for PM10and			
		PM2.5 and represent a less than			
		significant impact. LST thresholds			
		represent the maximumemissions from a			
		project that will not cause or contribute to			
		an exceedance of the moststringent			
		applicable ambient air quality standard. In			
		audition, the proposed project would			
		from area and energy sourcesthat would			
		generate negligible pollutant			
		concentrations of CO, NO2, PM2.5, or			
		PM10 at nearby sensitive receptors.			
		While long-term operations of the project			
		would generate traffic that produces			
		off-site emissions, these would not result			
		in exceedances of CO air quality			
		Standards at roadways in the area.			
		substantial emissions of TACs during the			
		construction or operations phase. During			
		the construction phase, the primary air			
		quality impacts would be associated with			
		the combustion of diesel fuels, which			
		produce exhaust-related particulate			
		matter that is considered a toxic air			
		contaminant by CARB based on chronic			
		exposure to these emissions. However,			
		chronic long-term exposure to diesel			
		particulate matter. During long-term			
		project operations, the project does not			
		includetypical sources of acutely and			
		chronically hazardous TACs such as			
		industrial manufacturing processes and			
		automotive repair facilities. As a result,			
		the project would not create substantial			
		would be less than significant			
0	LESS THAN SIGNIEICANT IMPACT	The proposed project would introduce			
с.		residential land uses to the commercial			
		and retail area but would not result in			
		activities that create objectionable odors.			
		It would not include any land uses			
		typically associated with unpleasant			
		odors and local nuisances (e.g., rendering			
		tacilities, dry cleaners). SCAQMD			
		regulations that govern nulsances (i.e.,			
		nuic 402, nuisances) would regulate any			
		uses. As a result, any odor impacts from			
		the project would be considered less than			
		significant.			

		Mitigation
Impact?	Explanation	Measures

IV. E	BIOLOGICAL RESOURCES		
a.	NO IMPACT	A significant impact would occur if the project resulted in the loss or destruction of individuals of a species or through the degradation of sensitive habitat. The subject property is located within an urbanized area and is currently developed with four-story parking garage and no landscaping. No endangered and/or threatened species are located within the property, and no such species has been observed on the property. As such, the project would not adversely affect endangered and/or threatened species either directly or indirectly through habitat modification. No impact would occur.	
b.	NO IMPACT	A significant impact would occur if any riparian habitat or natural community would be lost or destroyed as a result of urban development. The subject property does not contain any riparian habitat and does not contain any streams or water courses necessary to support riparian habitat. As such, the project would not have any effect on riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife (CDFW) or the United States Fish and Wildlife Services (USFWS). No impact would occur.	
C.	NO IMPACT	A significant impact would occur if federally protected wetlands would be modified or removed by a project. The subject property does not contain any federally protected wetlands, wetland resources, or other waters of the United States as defined by Section 404 of the Clean Water Act. The property is located in an urbanized area. As such, the project would not have any effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. No impact would occur.	
d.	NO IMPACT	A significant impact would occur if the project would interfere with, or remove access to, a migratory wildlife corridor or impede use of native wildlife nursery sites. Due to the urbanized nature of the subject property and surrounding area, the lack of a major water body, and the limited number of trees, the subject	

	Impact?	Explanation	Mitigation Measures
		property does not support habitat for native resident or migratory species or contain native nurseries. Therefore, the project would not interfere with wildlife movement or impede the use of native wildlife nursery sites. No impact would occur.	
e.	NO IMPACT	A significant impact would occur if the project would be inconsistent with local regulations pertaining to biological resources. The project would not conflict with any policies or ordinances protecting biological resources, such as the City of Los Angeles Protected Tree Ordinance (No. 177,404). The subject property does not contain locally-protected biological resources, such as oak trees, Southern California black walnut, western sycamore or California bay trees. The project would be required to comply with the provisions of the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code (CFGC). Both the MBTA and CFGC protects migratory birds that may use trees on or adjacent to the property for nesting and may be disturbed during construction of the project. Therefore, the project would not conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (e.g., oak trees or California walnut	
f.	NO IMPACT	A significant impact would occur if the project conflicted with any draft or adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan. The subject property and its vicinity are not part of any such area. Therefore, the proposed project would not conflict with the provisions of any adopted conservation plan. No impact would occur.	
V. C	ULTURAL RESOURCES		
а.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	A significant impact would occur if the proposed project would be substantially altered the environmental context of, or removed identified historical resources. The project includes the alteration of an existing four-story parking structure designed by Welton Becket & Associates and constructed in 1967 for Pierce National Life Insurance Company to provide parking for the adjacent office tower.	V-50

			Mitigation
	Impact?	Explanation	Measures
		Based on the analysis provided by	
		SWCA Environmental Consultants (see	
		Accossment for 622 S. Western	
		Assessment for 055 5. Western	
		consultation with the Planning	
		Department's Office of Historic	
		Resources, the property is eligible for	
		inclusion in the California Register of	
		Historical Resources and as a local	
		Historic-Cultural Monument. As such,	
		the subjectproperty qualifies as a	
		historical resource under CEQA. The	
		proposed project was evaluated using	
		theSecretary of the Interior's	
		Standards for Rehabilitation, is in	
		Compliance with Renabilitation	
		Standards $3,4,5,6,7,8,$ and $10,$ and is	
		Rehabilitation Standards 1, 2, and 9	
		Three (3) direct project-specific	
		significant impacts on the subject	
		property could be reduced to	
		less-than-significant withthe	
		implementation of two (2) mitigation	
		measures. One (1) project	
		improvement measure is also	
		recommended. Incorporation of the	
		mitigation measures would reduce	
		project impacts to less than significant	
b.	NO IMPACT	A significant impact would occur if a	
		known or unknown archaeological	
		destroyed as a result of the proposed	
		development Section 15064.5 of the	
		State CEOA Guidelines defines significant	
		archaeological resources as resources	
		that meet the criteria for historical	
		resources or resources that constitute	
		unique archaeological resources. A	
		significant impact could occur if a project	
		would significantly affect archaeological	
		resources that fall under either of these	
		categories. The project requires no	
		excavation or grading. Therefore, no	
C.	NO IMPACT	A significant impact would occur if	
		excavation or construction activities	
		associated with the project would disturb	
		features. The project requires po	
		excavation or grading Therefore no	
		impact would occur.	

	Impact?	Explanation	Mitigation Measures
d.	NO IMPACT	A significant impact would occur if previously interred human remains would be disturbed during excavation of the project site. The project requires no excavation or grading. Therefore, no impact would occur.	
VI. (	GEOLOGY AND SOILS		
a.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the project would cause personal injury or death or resulted in property damage as a result of a fault rupture occurring on the subject property and if the property is located within a State-designated Alquist-Priolo Zone or other designated fault zone. According to the California	
		Department of Conservation Special Studies Zone Map, the property is not located within an Alquist-Priolo Special Studies Zone or Fault Rupture Study Area. Nevertheless, the project would not expose people or structures to potential adverse effects resulting from the rupture of known earthquake faults. The project would comply with the current seismic design provisions of the California Building Code (CBC) which incorporates the latest seismic design standards for structural loads and materials to mitigate losses from an earthquake and provide for the latest in earthquake safety. Additionally, the project would be required to adhere to the seismic safety	
		requirements contained in the Los Angeles Building Code as well as the applicable recommendations provided in the geotechnical investigation required by the City to minimize seismic-related hazards. Therefore, project impacts would be less than significant.	
b.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the project would cause personal injury or death or resulted in property damage as a result of seismic ground shaking. The entire Southern California region is susceptible to strong ground shaking from severe earthquakes. Seismic activities are associated with a number of nearby faults (e.g., Hollywood, Raymond, Verdugo, Newport-Inglewood, Santa Monica, Sierra Madre, and San Andreas Faults), as well as blind thrust faults (e.g., Elysian Park, Puente Hills, and Compton). Consequently, construction of the proposed project could expose people and structures to strong seismic ground shaking. However, the proposed project	

	Impact?	Explanation	Mitigation Measures
		· · · ·	
		would be designed and constructed in accordance with State and local building codes to reduce the potential for exposure of people or structures to seismic risks to the maximum extent possible. Compliance with such requirements would reduce seismic ground shaking impacts to the maximum extent practicable with current engineering practices. Therefore, project impacts would be less than significant.	
C.	NO IMPACT	A significant impact would occur if the project would cause personal injury or death or resulted in property damage as a result of liquefaction. According to the Zone Information and Map Access System (ZIMAS), the subject property is not located within a Liquefiable Area or Potentially Liquefiable Area. Therefore, the project would not cause personal injury or death or resulted in property damage as a result of liquefaction, and no impact would occur.	
d.	NO IMPACT	A significant impact would occur if the proposed project would be implemented on a site that would be located in a hillside area with unstable geological conditions or soil types that would be susceptible to failure when saturated. According to the Zone Information and Map Access System (ZIMAS), the subject property is not located within a Landslide Area. The project site and surrounding area are relatively flat. Therefore, the proposed project would not expose people or structures to potential effects resulting from landslides, and no impact would occur.	
e.	NO IMPACT	A significant impact would occur if construction activities or future uses would result in substantial soil erosion or loss of topsoil. The project does not require any grading, clearing or excavation activities. No impact would occur.	
f.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if any unstable geological conditions would result in any type of geological failure, including lateral spreading, off-site landslides, liquefaction, or collapse. The construction of the proposed project would have the potential to expose people and structures to seismic-related ground failure, including liquefaction and landslide. Subsidence and ground collapse generally occur in areas with	

	Impact?	Explanation	Mitigation Measures
		· · · · ·	
		active groundwater withdrawal or petroleum production. The extraction of groundwater or petroleum from sedimentary source rocks can cause the permanent collapse of the porous space previously occupied by the removed fluid. The subject property is not identified as being located in an oil field or within an oil drilling area. The project would be required to implement standard construction practices that would ensure that the integrity of the project site and the proposed structures is maintained. Construction will be required by the Department of Building and Safety to comply with the City of Los Angeles Uniform Building Code (UBC) which is designed to assure safe construction and includes building foundation requirements appropriate to site conditions. Furthermore, the project would be required to comply with applicable provisions of Chapter IX, Division 70 of the LAMC, and conditions imposed by the City of Los Angeles Department of Building and Safety. Therefore, project impacts would be less than significant	
g.	NO IMPACT	A significant impact would occur if the proposed project would be built on expansive soils without proper site preparation or design features to provide adequate foundations for project buildings, thus, posing a hazard to life and property. The project is not located in an area known to have expansive soil. No impact would occur.	
h.	NO IMPACT	A project would cause a significant impact if adequate wastewater disposal is not available. The project site is located in a highly urbanized area, where wastewater infrastructure is currently in place. The project would connect to existing sewer lines that serve the project site and would not use septic tanks or alternative wastewater disposal systems. Therefore, no impact would occur.	
VII.	GREEN HOUSE GAS EMISSIONS		
а.	LESS THAN SIGNIFICANT IMPACT	Greenhouse gases (GHG) are those gaseous constituents of the atmosphere, both natural and anthropogenic (human generated), that absorb and emit radiation at specific wavelengths within the spectrum of terrestrial radiation emitted by the earth's surface, the atmosphere itself, and by clouds. The City has adopted the LA Green Plan to provide a citywide plan	

	Impact?	Explanation	Mitigation Measures
	•	•	
		for achieving the City's GHG emissions targets, for both existing and future generation of GHG emissions. In order to implement the goal of improving energy conservation and efficiency, the Los Angeles City Council has adopted multiple ordinances and updates to establish the current Los Angeles Green Building Code (LAGBC) (Ordinance No. 179,890). The LAGBC requires projects to achieve a 20 percent reduction in potable water use and wastewater generation. As the LAGBC includes applicable provisions of the State's CALGreen Code, a new development project that can demonstrate compliance with the LAGBC is considered consistent with statewide GHG reduction goals and policies including AB32 (California Global Warming Solutions Act of 2006). Through required implementation of the LAGBC, the project would be consistent with local and statewide goals and polices aimed at reducing the generation of GHGs. Therefore, project impacts would be less than significant.	
b.	LESS THAN SIGNIFICANT IMPACT	The California legislature passed Senate Bill (SB) 375 to connect regional transportation planning to land use decisions made at a local level. SB 375 requires the metropolitan planning organizations to prepare a Sustainable Communities Strategy (SCS) in their regional transportation plans to achieve the per capita GHG reduction targets. For the SCAG region, the SCS is contained in the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The 2012-2035 RTP/SCS focuses the majority of new housing and job growth in high-quality transit areas and other opportunity areas on existing main streets, in downtowns, and commercial corridors, resulting in an improved jobs-housing balance and more opportunity for transit-oriented development. In addition, SB 743, adopted September 27, 2013, encourages land use and transportation planning decisions and investments that reduce vehicle miles traveled that contribute to GHG emissions, as required by AB 32. The project would provide infill development proximate to a major transportation hub with access to the Metro Purple Line, and Metro Rapids 720 and 757 and Big Blue Bus Rapid 7 bus	

	Impact?	Explanation	Mitigation Measures
		lines. The project would not interfere with SCAG's ability to implement the regional strategies outlined in the 2012-2035 RTP/SCS.	
VIII.	HAZARDS AND HAZARDOUS MATE	RIALS	
a.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Construction of the proposed project would involve the temporary use of potentially hazardous materials, including vehicle fuels, oils, and transmission fluids. Operation of the project would involve the limited use and storage of common hazardous substances typical of those used in multi-family residential and retail/commercial developments, including lubricants, paints, solvents, custodial products (e.g., cleaning supplies), pesticides and other landscaping supplies. No industrial uses or activities are proposed that would result in the use or discharge of unregulated hazardous materials and/or substances, or create a public hazard through transport, use, or disposal. As a residential and retail/commercial development, the proposed project would not involve large quantities of hazardous materials that would require routine transport, use, or disposal. With compliance with applicable standards and regulations and adherence to manufacturer's instructions related to the transport, use, or disposal of hazardous materials, the proposed project would not create a significant hazard to the public or the environment through the evention the proposed project would not create a significant hazard to the public or the environment through the	
		hazardous materials. Therefore, project impacts would be less than significant.	
b.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project created a significant hazard to the public or environment due to a reasonably foreseeable release of hazardous materials. The existing structure on the subject property was built in 1967 and therefore may contain asbestos-containing materials (ACMs) and lead-based paint (LBP). Demolition of these buildings would have the potential to release asbestos fibers into the atmosphere if such materials exist and they are not properly stabilized or	

	Impact?	Explanation	Mitigation Measures
	impaoti	Explanation	modearee
		removed prior to demolition activities. The removal of asbestos is regulated by SCAQMD Rule 1403; therefore, any asbestos found on-site would be required to be removed by a certified asbestos containment contractor in accordance with applicable regulations prior to demolition. Similarly, it is likely that lead-based paint is present in buildings constructed prior to 1979. Compliance with existing State laws regarding removal would be required. Therefore, project impacts would be less than significant.	
C.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would result in the release, emission, handling, and disposal of hazardous materials within one-quarter mile of an existing school. The subject property is located approximately 0.1 mile of St. James Episcopal School. The project would provide for a mixed-use, infill development that consists of residential and retail uses. These types of uses would be expected to use and store very small amounts of hazardous materials, such as paints, solvents, cleaners, pesticides, etc. Nevertheless, all hazardous materials within the project site would be acquired, handled, used, stored, transported, and disposed of in accordance with all applicable federal, State, and local requirements, and project impacts would be less than significant.	
d.	NO IMPACT	A significant impact would occur if the project site is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and would create a significant hazard to the public or the environment. The California Department of Toxic Substances Control (DTSC) maintains a database (EnviroStor) that provides access to detailed information on hazardous waste permitted sites and corrective action facilities, as well as existing site cleanup information. EnviroStor also provides information on investigation, cleanup, permitting, and/or corrective actions that are planned, being conducted, or have been completed under DTSC's oversight. A review of EnviroStor did not identify any records of hazardous waste facilities on the project site. Therefore, no impact would occur.	

	Impact?	Explanation	Mitigation Measures
	•	•	
e.	NO IMPACT	A significant impact would occur if the project were located within an airport land use plan area, or within two miles of any public or public use airports, or private air strips and its location would have the potential to result in a safety hazard for people residing or working in the project area. The project is not 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. Therefore, no impact would occur.	
f.	NO IMPACT	A significant impact would occur if the project were located within the vicinity of a private airstrip and its location would have the potential to result in a safety hazard for people residing or working in the project area. The project is not located within the vicinity of a private airstrip. Therefore, no impact would occur.	
g.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the project impaired implementation of or physically interfered with an adopted emergency response plan or emergency evacuation plan. The subject property is located on Western Avenue which is a designated Disaster Route. Nevertheless, the project would not require the closure of any public or private streets during construction or operation and would not impede emergency vehicle access to the project site or surrounding area. Additionally, emergency access to and from the project site would be provided in accordance with requirements of the Los Angeles Fire Department (LAFD). Therefore, the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and project impacts would be less than significant.	
h.	NO IMPACT	A significant impact would occur if the proposed project exposed people and structures to high risk of wildfire. The subject property is located in a highly urbanized area of the City. The area surrounding the project site is completely developed. Additionally, the property it is not located within a Very High Fire Hazard Severity Zone. The project would not expose people or structures to a risk of loss, injury, or death involving wildland fires. Therefore, no impact would occur.	

	Impact?	Explanation	Mitigation Measures
	inipaot.	Explanation	incusures
a.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the	
		proposed project discharges water that	
		agencies which regulate surface water	
		quality and water discharge into storm	
		water drainage systems, or does not	
		comply with all applicable regulations as	
		governed by the Los Angeles Regional	
		Water Quality Control Board	
		(LARWQCB). As is typical of most	
		non-industrial urban development,	
		stormwater runoff from the proposed	
		project has the potential to introduce	
		stormwater system. Pollutants would be	
		associated with runoff from landscaped	
		areas (pesticides and fertilizers) and	
		paved surfaces (ordinary household	
		cleaners). Thus, the proposed project	
		would be required to comply with the	
		National Pollutant Discharge Elimination	
		System (NPDES) standards and the	
		City's Stormwater and Urban Runoff	
		No. 172 176 and No. 173 494) to ensure	
		pollutant loads from the project site are	
		minimized for downstream receiving	
		waters. The Stormwater and Urban	
		Runoff Pollution Control Ordinances	
		contain requirements for construction	
		activities and operation of development	
		and redevelopment projects to integrate	
		low impact development practices and	
		mitigation and maximize open green and	
		pervious space on all developments and	
		redevelopments consistent with the City's	
		landscape ordinance and other related	
		requirements in the City's Development	
		BMPs Handbook. Conformance would be	
		ensured during the permitting process	
		with the Department of Building & Safety.	
		mereiore, the project would not violate	
		requirements or stormwater NPDES	
		permits or otherwise substantially	
		degrade water guality, and project impacts	
		would be less than significant.	
b.	NO IMPACT	A significant impact would occur if the	
		proposed project would substantially	
		deplete groundwater or interferes with	
		groundwater recharge. The proposed	
		project would not require the use of	
		water would be supplied by the Los	
		Angeles Department of Water and Power	
		(LADWP), which draws its water supplies	

	Impact?	Explanation	Mitigation Measures
		from distant sources for which it conducts its own assessment and mitigation of potential environmental impacts. Therefore, the project would not require direct additions or withdrawals of groundwater. Excavation to accommodate subterranean levels is not proposed at a depth that would result in the interception of existing aquifers or penetration of the existing water table. In addition, since the existing project site is mostly impervious, the project would not reduce any existing percolation of surface water into the groundwater table. Therefore, no impact would occur.	
C.	NO IMPACT	A significant impact would occur if the proposed project would substantially alter the drainage pattern of an existing stream or river so that erosion or siltation would result. The project does not include any construction or alteration to the existing environment that would alter the drainage pattern of an existing stream or river so that erosion or siltation would occur. Therefore, no impact would occur.	
d.	NO IMPACT	A significant impact would occur if the proposed project would substantially alter the drainage pattern of an existing stream or river such that flooding would result. The project does not include any construction or alteration to the existing environment that would alter the drainage pattern of an existing stream or river such that flooding would occur. Therefore, no impact would occur.	
e.	NO IMPACT	A significant impact would occur if runoff water would exceed the capacity of existing or planned storm drain systems serving the project site, or if the proposed project would substantially increase the probability that polluted runoff would reach the storm drain system. The project does not include any construction or alteration to the existing environment that would increase the amount of runoff from the subject property. Therefore, no impact would occur.	
f.	NO IMPACT	A significant impact would occur if a project includes sources of water pollutants that would have the potential to substantially degrade water quality. The project does not include sources of contaminants, which could potentially degrade water quality and would comply with all federal, state and local regulations governing storm water discharge.	

	Impact?	Explanation	Mitigation Measures
		Therefore, no impact would occur.	
g.	NO IMPACT	A significant impact would occur if the proposed project included housing and would be located within a 100-year or 500-year floodplain or would impede or redirect flood flows. According to the Federal Emergency Management Agency Floor Insurance Rate Map, the subject property is located within a Flood Zone; and according to the Safety Element of the City of Los Angeles General Plan Safety Element of the Los Angeles City General Plan, 100-Year & 500-Year Flood Plains, Exhibit F, the subject property is not located within a 100-year or 500-year flood plain. Therefore, while the project does include housing, it is not located within a 100-year or 500-year flood plain, and no impact would occur.	
h.	NO IMPACT	A significant impact would occur if the proposed project would be located within a 100-year or 500-year floodplain or would impede or redirect flood flows. According to the Federal Emergency Management Agency Floor Insurance Rate Map, the subject property is located within a Flood Zone; and according to the Safety Element of the City of Los Angeles General Plan Safety Element of the Los Angeles City General Plan, 100-Year & 500-Year Flood Plains, Exhibit F, the subject property is not located within a 100-year or 500-year flood plain and therefore, no impact would occur.	
i.	NO IMPACT	A significant impact would occur if the proposed project would be located within an area susceptible to flooding as a result of the failure of a levee or dam. According to the Safety Element of the City of Los Angeles General Plan, Inundation & Tsunami Hazard Areas, Exhibit G, the subject property is not located within a Potential Inundation Area. Therefore, the project would not expose people or structures to a significant risk of loss, injury, or death involving flooding, and no impact would occur.	
j.	NO IMPACT	A significant impact would occur if the proposed project would be located within an area susceptible to flooding as a result of the failure of a levee or dam. A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, or lake. A tsunami is a great sea wave produced by a significant undersea disturbance. Mudflows result	

	Impact?	Explanation	Mitigation Measures
		from the down slope movement of soil and/or rock under the influence of gravity. According to the Safety Element of the City of Los Angeles General Plan, Inundation & Tsunami Hazard Areas, Exhibit G, the subject property is located within Areas Potentially Impacted by a Tsunami. Therefore, the project would not expose people or structures to a significant risk of loss, injury, or death involving flooding, and no impact would occur.	
X. L	AND USE AND PLANNING		
a.	NO IMPACT	A significant impact would occur if the proposed project would be sufficiently large or configured in such a way so as to create a physical barrier or isolated land uses that could interrupt the typical activities or change the land use conditions within an established community. A physical division of an established community is caused by an impediment to through travel or a physical barrier, such as a new freeway with limited access between neighborhoods on either side of the freeway, or major street closures. The proposed project would not involve any street vacation or closure or result in development of new thoroughfares or highways. The project is a new mixed-use, infill development in an urbanized area and would not divide an established community. Therefore, no impact would occur.	
b.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if a project is inconsistent with the General Plan or zoning designations currently applicable to the project site, and would cause adverse environmental effects, which the General Plan and zoning ordinance are designed to avoid or mitigate. The site is located within the Wilshire Community Plan Area. Upon approval of the requested Zone Change the site would be zoned C4-2, with a General Plan land use designation of Regional Center Commercial. The proposed project would be comprised of 308 residential units, 10,900 square feet of retail space and 5,126 square feet of restaurant space. Both Commercial and Residential uses are permitted in C4 zoned lots with a development density as a mixed-use project of 200 square feet per dwelling unit and the Floor Area Ratio (FAR) is restricted to 6 to 1 (6:1).	

	Impact?	Explanation	Mitigation Measures
	inipuot.	Explanation	medodreo
		Therefore, the proposed project would conform to the allowable land uses and development standards of the General Plan pursuant to the Los Angeles Municipal Code. Project impacts would be less than significant.	
С.	NO IMPACT	A significant impact would occur if the proposed project were located within an area governed by a habitat conservation plan or natural community conservation plan. The subject property is not located within any habitat conservation plan or natural community conservation plan. Therefore, no impact would occur.	
XI. N	INERAL RESOURCES		
а.	NO IMPACT	A significant impact would occur if the proposed project would result in the loss of availability of known mineral resources of regional value or locally-important mineral resource recovery site. The subject property is not classified by the City as containing significant mineral deposits. The property is currently designated for residential and commercial land uses and not as a mineral extraction land use. In addition, the project site is not identified by the City as being located in an oil field or within an oil drilling area. The proposed project would not result in the loss of availability of any known regionally- or locally-valuable mineral resource. Therefore, no impact would occur.	
b.	NO IMPACT	A significant impact would occur if the proposed project would result in the loss of availability of known mineral resources of regional value or locally-important mineral resource recovery site. The subject property is not classified by the City as containing significant mineral deposits. The property is currently designated for residential and commercial land uses and not as a mineral extraction land use. In addition, the project site is not identified by the City as being located in an oil field or within an oil drilling area. The proposed project would not result in the loss of availability of any known regionally- or locally-valuable mineral resource. Therefore, no impact would occur.	
XII.	NOISE		

			Mitigation
	Impact?	Explanation	Measures
a.	LESS THAN SIGNIFICANT WITH	A significant impact would occur if the	XII-20
	MITIGATION INCORPORATED	project resulted in construction	
		activities lasting more than one day	
		that exceed existing ambient exterior	
		noise levels by 10 dBA or more at a	
		noise sensitive use; construction	
		activities lasting more than 10 days in	
		a three month period that exceed	
		by 5 dBA or more at a poice consitive	
		by 5 uba of more at a noise sensitive	
		ave of construction activities would	
		dRA at a noise consitive use between	
		the hours of 9:00 p m and 7:00 a m	
		Monday through Eriday, before 8:00	
		a m or after 6.00 n m on Saturday or	
		at anytime on Sunday, Construction	
		activity would result in temporary	
		increases in ambient noise levels in	
		the project area on an intermittent	
		basis. Noise levels would fluctuate	
		depending on the construction phase.	
		equipment type and duration of use.	
		distance between the noise source	
		and receptor, and presence or	
		absence of noise attenuation barriers.	
		As discussed in the Noise Study,	
		dated October 7, 2016, prepared by	
		CAJA Environmental Services, LLC	
		(see attached), while construction	
		activities would be subject to the Los	
		Angeles Municipal Code Sections	
		112.05 (Maximum Noise Level of	
		Powered Equipment or Powered Hand	
		Tools) and 41.40 (Noise Due to	
		Construction, Excavation Work –	
		When Prohibited), the project could	
		result in construction noise impacts at	
		two (2) nearby sensitive receptors:	
		Christ Unity Manor Residences	
		(approximately 140 feet northwest of	
		Itne subject property at 615 South	
		Imannatian Place and Unrist Church	
		(approximately 90 feet west of the	
		Subject property at 635 South	
		mannation moscures would reduce	
		project impacts to less then significant	
		lovels. As it relates to energing raise	
		impacts the Noise Study indicates that	
		noise timpacts would be loss than	
		project impacts would be less than significant	
		significant.	

	Impact?	Explanation	Mitigation Measures
b.	LESS THAN SIGNIFICANT IMPACT	The City of Los Angeles does not address vibration in the LAMC or in the Noise Element of the General Plan. According to the Federal Transit Administration (FTA), ground vibrations from construction activities very rarely reach the level capable of damaging structures. The construction activities that typically generate the most severe vibrations are surface-operating heavy-duty construction vehicles and equipment capable of causing potentially damaging levels of ground-borne vibrations (e.g., large tracked vehicles, impact pile drivers, drill rigs, etc). The construction activities required for the proposed project would not utilize these types construction equipment. Instead, the project's greatest ground-borne vibration impacts would likely come from loaded delivery vehicles and haul trucks accessing and leaving the subject property. This could increase vibration levels at receptors along surrounding roadways. However, vehicle-related vibrations are typically not perceptible along smooth roadways. Vibrations from these sources would not be capable of damaging roadside structures and would be considered less than significant. Operationally, the project would only create vehicular-related vibrations which would be at levels far below any level of significance. As a result, operational vibration impacts would be considered less than significant.	
C.	LESS THAN SIGNIFICANT IMPACT	The majority of any long-term noise impacts would come from traffic traveling to and from the proposed project site. This, the addition of future traffic from any new developments in the project area, and overall ambient traffic growth would elevate ambient noise levels surrounding local roadways. However, the project's incremental contribution to permanent off-site ambient noise levels along local roads would be minimal. LADOT has determined that the combined impact of the adaptive reuse project and new construction would result in a net reduction in peak hour trips (see attached Department of Transportation Referral Form: Traffic Assessment, dated October 5, 2016). As mentioned earlier, a project's mobile noise impacts can be assumed to be less than significant if project traffic would not double existing traffic volumes. Given that project-related traffic would not	

	Impact?	Explanation	Mitigation Measures
		result in such a doubling, the project's cumulative off-site mobile noise impacts would be considered less than significant.	
d.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	Construction activities would temporarily increase ambient noise levels at nearby receptors, particularly at residences and a church near the project site. Moreover, any other future developments that are built concurrently with the project could further contribute to these temporary increases in ambient noise levels. However given the relatively high ambient noise levels of the project area, it is unlikely that construction noises from concurrent developments would be audible at project receptors, let alone contribute to cumulatively considerable noise increases. Persistent traffic noise from Wilshire Boulevard, Western Avenue, and 6th Street would mask any distant construction sounds in a manner largely similar to the effects of white noise, and the presence of numerous multi-story structures would obstruct these sounds' line-of-sight travel. Nevertheless, project construction itself would have significant but mitigable noise impacts. Incorporation of the mitigation measures would reduce project impacts to less than significant levels.	Mitigation measure XII-20 would reduce project impacts to less than significant.
e.	NO IMPACT	A significant impact would occur if the project were located within an airport land use plan area, or within two miles of any public or public use airports, or private air strips and its location would have the potential to result in a safety hazard for people residing or working in the project area. The project is not 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. Therefore, no impact would occur.	
f.		A significant impact would occur if the project were located within the vicinity of a private airstrip and its location would have the potential to result in excessive noise levels for people residing or working in the project area. The project is not located within the vicinity of a private airstrip. Therefore, no impact would occur.	
<b>∧</b> III.			

	Impact?	Explanation	Mitigation Measures
	· ·	•	
а.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would induce substantial population growth that would not have otherwise occurred as rapidly or in as great a magnitude. The proposed project would result in the development of 308 residential units. The increase in the housing stock resulting from the project would not be considered substantial in consideration of anticipated growth. The Southern California Association of Governments' (SCAG) 2020 population projections for the City (2012-2035 Regional Transportation Plan) estimate that the City's residential population will grow to 3,991,700 residents in 2020, an increase of 87,043 residents over 2013 conditions. The project would meet a growing demand for housing near jobs and transportation centers, consistent with State, regional and local regulations designed to reduce trips and greenhouse gas emissions. Operation of the project would not induce substantial population growth in the project area, either directly or indirectly. Therefore, impacts would be less than significant.	
b.	NO IMPACT	A significant impact would occur if the proposed project would displace a substantial quantity of housing units. The proposed project would not result in the displacement of any housing units. No impact would occur.	
C.	NO IMPACT	A significant impact would occur if the proposed project would displace a substantial number of people. The proposed project would not result in the displacement of any people. No impact would occur.	
XIV.			
a.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the project requires the addition of a new fire station or the expansion, consolidation or relocation of an existing facility to maintain service. The LAFD generally considers fire protection services for a project adequate if a project is within the maximum response distance for the land use proposed. The subject property and the surrounding area are currently served by Fire Station 29, located at 4029 West Wilshire Boulevard (approximately 0.3 miles west of the subject property). The proposed project would result in 308 residential units, 10,900 square feet of retail space and 5,126 square feet of	

	Impact?	Explanation	Mitigation Measures
		· · ·	
		restaurant space, which may increase the number of emergency calls and demand for LAFD fire and emergency services. To maintain the level of fire protection and emergency services, the LAFD may require additional fire personnel and equipment. However, given the location of existing fire stations, it is not anticipated that there would be a need to build a new or expand an existing fire station to serve the proposed project and maintain acceptable service ratios, response times, or other performance objectives for fire protection. The project would neither create capacity or service level problems nor result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for fire protection. Therefore, the project impacts would be less than significant	
b.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the Los Angeles Police Department (LAPD) could not adequately serve the proposed project, necessitating a new or physically altered station. The subject property and the surrounding area are currently served by LAPD's Olympic Community Police Station, located at 1130 South Vermont Avenue (approximately 1.3 miles southeast of the property). The proposed project would result in a net increase of 308 residential units, 10,900 square feet of retail space and 5,126 square feet of restaurant space, which may increase the number of emergency calls and demand for LAPD police and emergency services. However, given the location of the existing police station, it is not anticipated that there would be a need to build a new or expand an existing police station to serve the proposed project and maintain acceptable service ratios, response times, or other performance objectives for police protection. Therefore, project impacts related to police protection services would be less than significant.	
C.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would include substantial employment or population growth, which could generate a demand for school facilities that would exceed the capacity of the school district. The project would add 308 residential units, which	

	Impact?	Explanation	Mitigation Measures
	impaor.	Explanation	medoures
		could increase enrollment at schools that service the area. However, development of the proposed project would be subject to California Government Code Section 65995, which would allow LAUSD to collect impact fees from developers of new residential and commercial space. Conformance to California Government Code Section 65995 is deemed to provide full and complete mitigation of impacts to school facilities. Therefore, project impacts would be less than significant	
d.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would exceed the capacity or capability of the local park system to serve the proposed project. The City of Los Angeles Department of Recreation and Parks (RAP) is responsible for the provision, maintenance, and operation of public recreational and park facilities and services in the City. The proposed project would result in a net increase of 308 units, which could result in increased demand for parks and recreation facilities. The proposed project would include approximately 11,800 square feet of open space which would reduce the demand for park space created by the proposed project. In addition, the payment of required impact fees by the proposed mixed-use residential development within the City of Los Angeles per Los Angeles Municipal Code Sections 12.33 and 17.12, and the City's Dwelling Unit Construction Tax could offset some of the increased demand by helping fund new facilities, as well as the expansion of existing facilities. Therefore, the project would not create capacity or service level problems, or result in substantial physical impacts associated with the provision or new or altered parks facilities, and project	
e.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would result in substantial employment or population growth that could generate a demand for other public facilities, including libraries, which exceed the capacity available to serve the project site, necessitating new or physically altered public facilities, the construction of which would cause significant environmental impacts. The proposed project would result in a net	

	Impact2	Explanation	Mitigation
	impact	Explanation	Measures
		increase of 308 residential units, which could result in increased demand for other public facilities. While the increase in population as a result of the proposed project may create a demand for other public facilities, the project would not create substantial capacity or service	
		level problems that would require the provision of new or physically altered public facilities in order to maintain an acceptable level of other government services. Therefore, project impacts would be less than significant.	
XV.	RECREATION		
a.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would exceed the capacity or capability of the local park system to serve the proposed project. The City of Los Angeles Department of Recreation and Parks (RAP) is responsible for the provision, maintenance, and operation of public recreational and park facilities and services in the City. The proposed project would result in a net increase of 308 units, which could result in increased demand for parks and recreation facilities. The proposed project would include approximately 11,800 square feet of open space. These project features would reduce the demand for park space created by the proposed project. In addition, payment of required impact fees by the proposed mixed-use residential development within the City of Los Angeles per Los Angeles Municipal Code Sections 12.33 and 17.12, and the City's Dwelling Unit Construction Tax could offset some of the increased demand by helping fund new facilities. Therefore, the project would not create capacity or service level problems, or result in substantial physical impacts associated with the provision or new or altered parks facilities, and project impacts would be less than significant.	
b.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would necessitate construction of new recreational facilities, which would adversely impact the environment, or require the expansion or development of parks or other recreational facilities in order to maintain acceptable service ratios, or other performance objectives for parks. The	

	Impact?	Explanation	Mitigation Measures
		proposed project would include approximately 11,800 square feet of open space. The proposed project would not require the construction or expansion of recreational facilities beyond the limits of the project site. Although the proposed project would place some additional demands on park facilities, the increase in demand would be met through a combination of on-site amenities and existing parks in the project area. The project's increased demands upon recreational facilities would not in and of itself result in the construction of a new park, which might have an adverse physical effect on the environment. Therefore, project impacts would be less than significant.	
XVI.	TRANSPORTATION/TRAFFIC		
a.	LESS THAN SIGNIFICANT IMPACT	A significant impact may occur if the project generates and/or causes a diversion or shift of 500 or more daily trips or 43 or more p.m. peak hour vehicle trips on the street system. Per the Department of Transportation Referral Form: Traffic Study Assessment, date October 5, 2016 (see attached), the project would generate 106 daily trips and would reduce existing a.m. and p.m. peak hour trips by 65 and 51 trips respectively. Therefore, project impacts would be less than significant.	
b.	LESS THAN SIGNIFICANT IMPACT	A significant impact may occur if the proposed project added 150 or more one-way vehicle trips to a Congestion Management Program (CMP) mainline freeway monitoring segment during either the a.m. or p.m. peak hours or added 50 or more a.m. or p.m. peak hour trips to a freeway on- or off-ramp. The subject property is located more than one (1) from the nearest freeway on- or off-ramp. Furthermore, the project would reduce existing a.m. and p.m. peak hour trips by 65 and 51 trips respectively. Therefore, project impacts would be less than significant.	
C.	NO IMPACT	A significant impact would occur if the proposed project changed air traffic patterns. The project does not include any construction or a use which would affect air traffic patterns. No impact would occur.	

	Impact?	Explanation	Mitigation Measures
	impacti	Explanation	WedSules
d.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	A significant impact would occur if the proposed project design features/physical configurations affect the visibility of pedestrians and bicyclists to drivers entering and exiting the site, and the visibility of cars to pedestrians and bicyclists or the physical conditions of the site and surrounding area, such as curves, slopes, walls, landscaping or other barriers, which could cause vehicle/pedestrian, vehicle/bicycle or vehicle/vehicle conflicts. The project includes 149 bicycle parking spaces which will be located in conformance with the requirements of the Bicycle Parking Ordinance. In addition, the project would not alter the existing automobile site access. Nevertheless, during construction activities, the project may require in temporary closures of the sidewalk resulting in conflicts and safety hazards for pedestrians adjacent to the subject property. Incorporation of the mitigation measures would reduce project impacts to less than significant levels.	XVI-80
e.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the project impaired implementation of or physically interfered with an adopted emergency response plan or emergency evacuation plan. The subject property is located on Western Avenue which is a designated Disaster Route. Nevertheless, the project would not require the closure of any public or private streets during construction or operation and would not impede emergency vehicle access to the project site or surrounding area. Additionally, emergency access to and from the project site would be provided in accordance with requirements of the Los Angeles Fire Department (LAFD). Therefore, the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and project impacts would be less than significant.	
f.	NO IMPACT	A significant impact would occur if the project would conflict with adopted policies, plans or programs (such as the Walkability Checklist or Mobility Plan 2035) regarding public transit, bicycle or pedestrian facilities or otherwise decrease	

	Impact?	Explanation	Mitigation Measures
		the performance or safety of facilities	
		supporting alternative transportation. The	
		with adopted policies, plans or programs	
		regarding public transit, bicycle or	
		pedestrian facilities or otherwise decrease	
		the performance or safety of facilities	
		supporting alternative transportation.	
		Therefore, no impact would occur.	
XVII	. TRIBAL CULTURAL RESOURCES		
a.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if a	
		project would cause a substantial adverse	
		change in the significance of a tribal	
		Resources Code section 21074 that is	
		listed or eligible for listing in the California	
		Register of Historical Resources, or in a	
		local register of historical resources. The	
		site is not listed in the California Register	
		of Historical Resources, or in a local	
		register of historical resources, and no	
		eligible for such listing. The potential for	
		discovery of unknown archaeological	
		cultural resources beneath the ground	
		surface is evaluated above in Section V,	
		Cultural Resources.As specified in AB 52,	
		lead agencies must provide notice inviting	
		consultation to California Native American	
		affiliated with the deographic area of a	
		proposed project if the Tribe has	
		submitted a request in writing to be	
		notified of proposed projects. The Tribe	
		must respond in writing within 30 days of	
		the City's AB 52 notice. The City has	
		provided such notice in conformance with	
		Assembly Bill (AB) 52 by letter dated	
		January 10, 2018, Should any Tribe	
		request consultation regarding the project	
		site, in accordance with AB 52 the City as	
		Lead Agency would facilitate such	
		consultation. To date, none of the Tribal	
		Groups contacted has provided a written	
		resources have been identified either in	
		archived records or in response from a	
		Tribal Group that the Native American	
		Heritage Commission (NAHC) has	
		identified as potentially interested parties,	
		the potential for the site to represent a	
		tribal cultural resource would be	
		proposed project does not include any	
		grading or excavation which may cause	
I			

	Impact?	Explanation	Mitigation
	impacti	Explanation	measures
		disturbance to unknown tribal cultural	
		resources. Therefore, the project would	
		have a less than significant impact	
		regarding potential substantial adverse	
		changes in the cultural significance of a	
		Public Resources Code section 21074	
		that is listed or eligible for listing in the	
		California Register of Historical	
		Resources, or in a local register of	
		historical resources.	
b.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if a	
		project would cause a substantial adverse	
		change in the significance of a tribal	
		cultural resource as defined in Public	
		Resources Code section 21074 that is	
		determined by the lead agency, in its	
		evidence to be significant. The project	
		site has been subject to past disturbance	
		including the construction of the parking	
		garage that currently occupies the site.	
		The potential for discovery of unknown	
		archaeological cultural resources beneath	
		the ground surface is evaluated above in	
		Section V, Cultural Resources. The	
		potential for the site to represent a tribal	
		landscape or sacred place, would be	
		considered low. Furthermore, as specified	
		in AB 52, lead agencies must provide	
		notice inviting consultation to California	
		Native American tribes that are	
		traditionally and culturally affiliated with	
		the geographic area of a proposed project	
		If the Tribe has submitted a request in	
		The Tribe must respond in writing within	
		30 days of the City's AB 52 notice. Should	
		any Tribe request consultation regarding	
		the project site, in accordance with AB 52	
		the City as Lead Agency would facilitate	
		such consultation. To date, none of the	
		Tribal Groups contacted has provided a	
		written response. Furthermore, the	
		proposed project does not include any	
		disturbance to unknown tribal cultural	
		resources. Therefore, the project would	
		have a less than significant impact	
		regarding potential substantial adverse	
		changes in the significance of a tribal	
		cultural resource as defined in Public	
		Resources Code section 21074 that is a	
		in its discretion and supported by	
		substantial evidence, to be significant	
		שטשומותומו באוטבוונב, נט שב שטוווונמות	

	Impact?	Explanation	Mitigation Measures
	<u> </u>	· · ·	
		pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1.	
XVII	I. UTILITIES AND SERVICE SYSTEMS	3	
a.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would exceed wastewater treatment requirements of the Los Angeles Regional Water Quality Control Board (RWQCB). A significant impact would also occur if the proposed project would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded. Wastewater from the subject property would enter into and be treated by the Hyperion Treatment Plant (HTP), which is a part of the Hyperion Treatment System, which includes the Tilman Water Reclamation Plant and the Los Angeles–Glendale Water Reclamation Plant. The wastewater generated by the project would be typical of residential and commercial uses. As the HTP is in compliance with the State's wastewater treatment requirements, the project would not exceed the wastewater treatment requirements of the RWQCB. Furthermore, as a proportion of total average daily flow experienced by the HTP, the wastewater generation of the proposed project would account for a small percentage of average daily wastewater flow. This increase in wastewater flow would not jeopardize the HTP to operate within its established wastewater treatment requirements. Therefore, project impacts would be less than significant.	
b.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would require the construction or expansion of new water or wastewater treatment facilities, such that the construction or expansion of such facilities would cause an environmental impact. The Department of Water and Power (LADWP) conducts water planning based on forecast population growth. Accordingly, the increase in residential population resulting from the proposed project would not be considered substantial in consideration of anticipated growth. The addition of 308 residential units as a result of the proposed project would be consistent with Citywide growth, and, therefore, the project demand for	

	Impact?	Explanation	Mitigation Measures
	<u> </u>	· · · · · · · · · · · · · · · · · · ·	
		water is not anticipated to require new water supply entitlements and/or require the expansion of existing or construction of new water treatment facilities beyond those already considered in the LADWP 2010 Urban Water Management Plan. Thus, it is anticipated that the proposed project would not create any water system capacity issues, and there would be sufficient reliable water supplies available to meet project demands. Therefore, project impacts would be less than significant.	
C.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would increase surface water runoff, resulting in the need for expanded off-site storm water drainage facilities. As discussed above, the City's Stormwater and Urban Runoff Pollution Control regulations (Ordinance No. 172,176 and No. 173,494) contain requirements for construction activities and operation of development and redevelopment projects to integrate low impact development practices and standards for stormwater and other related requirements in the City's Development BMPs Handbook. Such regulations and practices are designed in consideration of existing and planned stormwater drainage systems. Conformance would be ensured during the permitting process with the Department of Building & Safety. Therefore, surface water runoff during construction activities and operation of the project would not exceed the capacity of existing or planned drainage systems, and project impacts would be less than significant.	
d.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would exceed wastewater treatment requirements of the Los Angeles Regional Water Quality Control Board (RWQCB). A significant impact would also occur if the proposed project would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded. Wastewater from the subject property would enter into and be treated by the Hyperion Treatment Plant (HTP), which is a part of the Hyperion Treatment System, which includes the Tilman Water Reclamation Plant and the Los	

	Impact?	Explanation	Mitigation Measures
		Angeles–Glendale Water Reclamation Plant. The wastewater generated by the project would be typical of residential and commercial uses. As the HTP is in compliance with the State's wastewater treatment requirements, the project would not exceed the wastewater treatment requirements of the RWQCB. Furthermore, as a proportion of total average daily flow experienced by the HTP, the wastewater generation of the proposed project would account for a small percentage of average daily wastewater flow. This increase in wastewater flow would not jeopardize the HTP to operate within its established wastewater treatment requirements. Therefore, project impacts would be less than significant	
e.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would exceed wastewater treatment requirements of the Los Angeles Regional Water Quality Control Board (RWQCB). A significant impact would also occur if the proposed project would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded. Wastewater from the subject property would enter into and be treated by the Hyperion Treatment Plant (HTP), which is a part of the Hyperion Treatment System, which includes the Tilman Water Reclamation Plant and the Los Angeles–Glendale Water Reclamation Plant. The wastewater generated by the project would be typical of residential and commercial uses. As the HTP is in compliance with the State's wastewater treatment requirements, the project would not exceed the wastewater treatment requirements of the RWQCB. Furthermore, as a proportion of total average daily flow experienced by the HTP, the wastewater generation of the proposed project would account for a small percentage of average daily wastewater flow. This increase in wastewater flow. This increase in wastewater flow would not jeopardize the HTP to operate within its established wastewater treatment requirements. Therefore, project impacts would be less than significant.	

	Impact?	Explanation	Mitigation Measures	
F		A significant impact would easur if the		
1.	LESS THAN SIGNIFICANT IMPACT	proposed project's solid waste generation		
		exceeded the capacity of permitted		
		landfills. The Los Angeles Bureau of		
		Sanitation (BOS) and private waste		
		management companies are responsible		
		for the collection, disposal, and recycling		
		of solid waste within the City, including		
		the project site. Solid waste during the		
		operation of the proposed project is		
		anticipated to be collected by the BOS or		
		private waste naulers. Solid waste		
		anticipated to be bauled to Sunshine		
		Canyon Landfill. In compliance with		
		Assembly Bill (AB) 939, the project		
		applicant would be required to implement		
		a Solid Waste Diversion Program and		
		divert at least 50 percent of the solid		
		waste generated by the project from the		
		Sunshine Canyon Landfill. The proposed		
		project would also comply with all federal,		
		State, and local regulations related to		
		solid waste. Therefore, project impacts		
-		A significant impost would accur if the		
g.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the		
		exceeded the canacity of permitted		
		landfills. The Los Angeles Bureau of		
		Sanitation (BOS) and private waste		
		management companies are responsible		
		for the collection, disposal, and recycling		
		of solid waste within the City, including		
		the project site. Solid waste during the		
		operation of the proposed project is		
		anticipated to be collected by the BOS or		
		collected from the proposed project is		
		anticipated to be hauled to Sunshine		
		Canyon Landfill. In compliance with		
		Assembly Bill (AB) 939, the project		
		applicant would be required to implement		
		a Solid Waste Diversion Program and		
		divert at least 50 percent of the solid		
		waste generated by the project from the		
		Sunshine Canyon Landfill. The proposed		
		project would also comply with all federal,		
		State, and local regulations related to		
		solid waste. Therefore, project impacts		
XIX.	(IX. MANDATORY FINDINGS OF SIGNIFICANCE			
	Impact?	Explanation	Mitigation Measures	
----	---	--	--	
a.	LESS THAN SIGNIFICANT IMPACT	Based on the analysis in this Initial Study, the proposed project would not have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. However, during project construction, the proposed project may encounter unknown cultural resources, including archaeological and paleontological resources. Compliance with existing regulations would reduce impacts to less than significant levels.		
b.	LESS THAN SIGNIFICANT IMPACT	A significant impact may occur if the proposed project, in conjunction with the related projects, would result in impacts that are less than significant when viewed separately but significant when viewed together. Although projects may be constructed in the project vicinity, the cumulative impacts to which the proposed project would contribute would be less than significant. In addition, all potential impacts of the proposed project would be reduced to less-than-significant levels with implementation of the mitigation measures provided in the previous sections.		
C.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	A significant impact may occur if the proposed project has the potential to result in significant impacts, as discussed in the preceding sections. All potential impacts of the proposed project have been identified, and mitigation measures have been prescribed, where applicable, to reduce all potential impacts to less than significant levels. Upon implementation of mitigation measures identified, the proposed project would not have the potential to result in substantial adverse impacts on human beings either directly or indirectly.	Mitigation measures V-50, XII-20 and XVI-80 would reduce project impacts to less than significant.	

# MITIGATION MONITORING PROGRAM

Section 21081.6 of the Public Resources Code requires a Lead Agency to adopt a "reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment" (Mitigation Monitoring Program, Section 15097 of the *CEQA Guidelines* provides additional direction on mitigation monitoring or reporting). This Mitigation Monitoring Program (MMP) has been prepared in compliance with the requirements of CEQA, Public Resources Code Section 21081.6, and Section 15097 of the CEQA Guidelines. The City of Los Angeles is the Lead Agency for this project.

A Mitigated Negative Declaration (MND) has been prepared to address the potential environmental impacts of the Project. Where appropriate, this environmental document identified Project design features, regulatory compliance measures, or recommended mitigation measures to avoid or to reduce potentially significant environmental impacts of the Proposed Project. This Mitigation Monitoring Program (MMP) is designed to monitor implementation of the mitigation measures identified for the Project.

The MMP is subject to review and approval by the City of Los Angeles as the Lead Agency as part of the approval process of the project, and adoption of project conditions. The required mitigation measures are listed and categorized by impact area, as identified in the MND.

The Project Applicant shall be responsible for implementing all mitigation measures, unless otherwise noted, and shall be obligated to provide documentation concerning implementation of the listed mitigation measures to the appropriate monitoring agency and the appropriate enforcement agency as provided for herein. All departments listed below are within the City of Los Angeles unless otherwise noted. The entity responsible for the implementation of all mitigation measures shall be the Project Applicant unless otherwise noted. As shown on the following pages, each required mitigation measure for the proposed Project is listed and categorized by impact area, with accompanying discussion of:

Enforcement Agency – the agency with the power to enforce the Mitigation Measure.

- Monitoring Agency the agency to which reports involving feasibility, compliance, implementation and development are made, or whom physically monitors the project for compliance with mitigation measures.
- Monitoring Phase the phase of the Project during which the Mitigation Measure shall be monitored.
  - Pre-Construction, including the design phase
  - Construction
  - Pre-Operation
  - Operation (Post-construction)

- Monitoring Frequency the frequency of which the Mitigation Measure shall be monitored.
- Action Indicating Compliance the action of which the Enforcement or Monitoring Agency indicates that compliance with the required Mitigation Measure has been implemented.

The MMP performance shall be monitored annually to determine the effectiveness of the measures implemented in any given year and reevaluate the mitigation needs for the upcoming year.

It is the intent of this MMP to:

Verify compliance of the required mitigation measures of the MND;

Provide a methodology to document implementation of required mitigation;

Provide a record and status of mitigation requirements;

Identify monitoring and enforcement agencies;

Establish and clarify administrative procedures for the clearance of mitigation measures;

Establish the frequency and duration of monitoring and reporting; and

Utilize the existing agency review processes' wherever feasible.

This MMP shall be in place throughout all phases of the proposed Project. The entity responsible for implementing each mitigation measure is set forth within the text of the mitigation measure. The entity responsible for implementing the mitigation shall also be obligated to provide certification, as identified below, to the appropriate monitoring agency and the appropriate enforcement agency that compliance with the required mitigation measure has been implemented.

After review and approval of the final MMP by the Lead Agency, minor changes and modifications to the MMP are permitted, but can only be made by the Applicant or its successor subject to the approval by the City of Los Angeles through a public hearing. The Lead Agency, in conjunction with any appropriate agencies or departments, will determine the adequacy of any proposed change or modification. The flexibility is necessary in light of the proto-typical nature of the MMP, and the need to protect the environment with a workable program. No changes will be permitted unless the MMP continues to satisfy the requirements of CEQA, as determined by the Lead Agency.

# MITIGATION MONITORING PROGRAM

## **Cultural Resoures**

•

## V-10 Historic Resource

- The project sponsor should commission the preparation of Historic American Building Survey (HABS) photographs of the subject property, and an accompanying HABS Historical Report. The contents of the report should include an architectural description, historical context, and statement of significance, per HABS Historical Report Standards. HABS documentation should provide the appropriate level of visual documentation and written narrative based on the importance of the resource (types of visual documentation typically range from producing a sketch plan to developing measured drawings and view camera (4 x 5") black-and-white photographs). The appropriate level of HABS documentation and written narrative should be determined in consultation with staff of the Los Angeles Department of City Planning, Office of Historic Resources, and reviewed by that office for completeness. The documentation should be completed by a qualified architectural historian or historian who meets the Secretary of the Interior's Professional Qualifications Standards for History and/or Architectural History. The original archival-quality documentation should be offered as donated material to repositories that will make it available for current and future generations, including SCCIC at California State University, Fullerton, Archival copies of the documentation also should be submitted to local research repositories, archives, and libraries. This improvement measure would create a collection of preservation materials that would be available to the public and inform future research.
- The project sponsor should commission the preparation of Historic American • Landscape Survey (HALS) photographs of the courtyard, and an accompanying HALS Historical Report. The contents of the report should include a description of the landscape, historical context, and statement of significance, per HALS Historical Report Standards. HALS documentation should provide the appropriate level of visual documentation and written narrative based on the importance of the resource (types of visual documentation typically range from producing a sketch plan to developing measured drawings and view camera (4 x 5") black-and-white The appropriate level of HALS documentation and written photographs). narrative should be determined in consultation with staff of the Los Angeles Department of City Planning, Office of Historic Resources, and reviewed by that office for completeness. The documentation should be completed by a qualified architectural historian or historian who meets the Secretary of the Interior's Professional Qualifications Standards for History and/or Architectural History. The original archival-quality documentation should be offered as donated material to repositories that will make it available for current and future generations, including SCCIC at California State University, Fullerton, Archival copies of the

documentation also should be submitted to local research repositories, archives, and libraries. This improvement measure would create a collection of preservation materials that would be available to the public and inform future research.

• The project sponsor should endeavor to retain and restore the remaining character defining materials and features of the courtyard in order to shore up its historic appearance. These elements include the orthogonally patterned paving; the bracketed seating area, and the remaining elements of the landscape plan. These elements should be restored and refurbished by a landscape and/or materials professional who is familiar with the restoration of historic materials. A plan should be put in place for the upkeep and retention of the remaining mature trees in the courtyard.

Enforcement Agency: Los Angeles Department of City Planning, Office of Historic Resources
Monitoring Agency: Los Angeles Department of City Planning, Office of Historic Resources
Monitoring Phase: Pre-construction
Monitoring Frequency: Once, at plan check for project
Action Indicating Compliance: Issuance of a building permit

## Noise

## XII-10 Increased Noise Levels (Demolition, Grading, and Construction Activities)

- Construction and demolition shall be restricted to the hours of 7:00 am to 6:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturday.
- Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- The project contractor shall use power construction equipment with state-of-theart noise shielding and muffling devices.
- The construction contractor shall use on-site electrical sources or solar generators to power equipment rather than diesel generators where feasible.
- Whenever concrete mixing trucks and concrete pumping trucks operate along Manhattan Place, temporary noise barriers capable of attenuating their noises by 5 dBA or greater shall be positioned to obstruct the line-of-sight travel of their noises to Christ Unity Manor Residences and Christ Church.
- All construction areas for staging and warming-up equipment shall be located as far as possible from adjacent noise-sensitive land uses.
- Portable noise sheds for smaller, noisy equipment, such as air compressors, dewatering pumps, and generators shall be provided where feasible.

Enforcement Agency: Los Angeles Department of Building and Safety
Monitoring Agency: Los Angeles Department of Building and Safety
Monitoring Phase: Construction
Monitoring Frequency: Ongoing during field inspection
Action Indicating Compliance: Issuance of Certificate of Occupancy or Use of Land

## Transportation and Traffic

### XVI-10 Pedestrian Safety

- Applicant shall plan construction and construction staging as to maintain pedestrian access on adjacent sidewalks throughout all construction phases. This requires the applicant to maintain adequate and safe pedestrian protection, including physical separation (including utilization of barriers such as K-Rails or scaffolding, etc.) from work space and vehicular traffic and overhead protection, due to sidewalk closure or blockage, at all times.
- Temporary pedestrian facilities should be adjacent to the project site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility.
- Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects.
- Applicant shall keep sidewalk open during construction until only when it is absolutely required to close or block sidewalk for construction staging. Sidewalk shall be reopened as soon as reasonably feasible taking construction and construction staging into account.

Enforcement Agency: Los Angeles Department of Building and Safety, LADOT, BOE

Monitoring Agency: Los Angeles Department of Building and Safety, LADOT Monitoring Phase: Construction Monitoring Frequency: Ongoing Action Indicating Compliance: Issuance of Certificate of Occupancy

# AIR QUALITY IMPACT ANALYSIS 635 S. WESTERN AVENUE, LOS ANGELES

September 16, 2016



635 Western Avenue Project Air Quality Impact Report

#### 1.0 INTRODUCTION

#### 1.1 PURPOSE

This report evaluates the potential for air quality impacts from the construction and operation phases of the Proposed Project. Feasible mitigation measures for impacts deemed significant are recommended when appropriate to reduce impacts below thresholds of significance.

#### 1.2 PROJECT DESCRIPTION

The Proposed Project is a residential development in the Wilshire Community Plan Area of the City of Los Angeles. The 32,123 square-foot site (0.737 acres) is bounded by Western Avenue to the east, Manhattan Place, to the west, and commercial development to the north and south. The site currently is occupied with an above-ground parking garage that serves 136,066 square feet of general office; 21,220 square feet of retail land uses; and 5,126 square feet of high-turnover restaurant uses.

The Proposed Project includes two phases. The first would include 132 multi-family residential units on top of the existing parking garage and 900 square feet of ground floor retail, for a total of 100,876 square feet of development. Construction would take approximately 18 months. The second phase would convert a 162,412 square foot office building into 176 multi-family residential units and 10,000 square feet of retail

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:

**a) Conflict with or obstruct implementation of the applicable air quality plan?** *Less Than Significant Impact.* 

#### Pollutants and Effects

Criteria air pollutants are defined as pollutants for which the federal and State governments have established ambient air quality standards for outdoor concentrations. The federal and State standards have been set at levels above which concentrations could be harmful to human health and welfare. These standards are designed to protect the most sensitive persons from illness or discomfort. Pollutants of concern include carbon monoxide (CO), ozone (O<sub>3</sub>), nitrogen dioxide (NO<sub>2</sub>), sulfur dioxide (SO<sub>2</sub>), particulate matter 2.5 microns or less in diameter ( $PM_{2.5}$ ), particulate matter ten microns or less in diameter ( $PM_{10}$ ), and lead (Pb). These pollutants are discussed below.

- Carbon Monoxide (CO) is a colorless and odorless gas formed by the incomplete • combustion of fossil fuels. It is emitted almost exclusively from motor vehicles, power plants, refineries, industrial boilers, ships, aircraft, and trains. In urban areas, automobile exhaust accounts for the majority of emissions. CO is a non-reactive air pollutant that dissipates relatively quickly, so ambient concentrations generally follow the spatial and temporal distributions of vehicular traffic. Concentrations are influenced by local meteorological conditions, primarily wind speed, topography, and atmospheric stability. CO from motor vehicle exhaust can become locally concentrated when surface-based temperature inversions are combined with calm atmospheric conditions, a typical situation at dusk in urban areas between November and February. Inversions are an atmospheric condition in which a layer of warm air traps cooler air near the surface of the earth, preventing the normal rising of surface air. The highest concentrations occur during the colder months of the year when inversion conditions are more frequent. CO is a health concern because it competes with oxygen, often replacing it in the blood and reducing the blood's ability to transport oxygen to vital organs. Excess CO exposure can lead to dizziness, fatigue, and impair central nervous system functions.
- Ozone (O<sub>3</sub>) is a colorless gas that is formed in the atmosphere when volatile organic compounds (VOC) and nitrogen oxides (NO<sub>x</sub>) react in the presence of ultraviolet sunlight. O<sub>3</sub> is not a primary pollutant; rather, it is a secondary pollutant formed by complex interactions of these two pollutants directly emitted into the atmosphere. The primary sources of VOC and NO<sub>x</sub>, the components of O<sub>3</sub>, are automobile exhaust and industrial sources. Meteorology and terrain play major roles in O<sub>3</sub> formation. Ideal conditions occur during summer and early autumn, on days with low wind speeds or stagnant air, warm temperatures, and cloudless skies. The greatest source of smog-producing gases is the automobile. Short-term exposure (lasting for a few hours) to O<sub>3</sub> at levels typically observed in Southern California can result in breathing pattern

changes, reduction of breathing capacity, increased susceptibility to infections, inflammation of the lung tissue, and some immunological changes.

- Nitrogen Dioxide (NO<sub>2</sub>) like O<sub>3</sub>, is not directly emitted into the atmosphere but is formed by an atmospheric chemical reaction between nitric oxide (NO) and atmospheric oxygen. NO and NO<sub>2</sub> are collectively referred to as NO<sub>x</sub> and are major contributors to O<sub>3</sub> formation. NO<sub>2</sub> also contributes to the formation of PM<sub>10</sub>. High concentrations of NO<sub>2</sub> can cause breathing difficulties and result in a brownish-red cast to the atmosphere with reduced visibility. There is some indication of a relationship between NO<sub>2</sub> and chronic pulmonary fibrosis. Some increase of bronchitis in children (2-3 years old) has been observed at concentrations below 0.3 parts per million (ppm).
- Sulfur Dioxide (SO<sub>2</sub>) is a colorless, pungent gas formed primarily by the combustion of sulfur-containing fossil fuels. Main sources of SO<sub>2</sub> are coal and oil used in power plants and industries. Generally, the highest levels of SO<sub>2</sub> are found near large industrial complexes. In recent years, SO<sub>2</sub> concentrations have been reduced by the increasingly stringent controls placed on stationary source emissions of SO<sub>2</sub> and limits on the sulfur content of fuels. SO<sub>2</sub> is an irritant gas that attacks the throat and lungs. It can cause acute respiratory symptoms and diminished ventilator function in children. SO<sub>2</sub> can also yellow plant leaves and erode iron and steel.
- Particulate Matter (PM) consists of small liquid and solid particles floating in the air, including smoke, soot, dust, salts, acids, and metals and can form when gases emitted from industries and motor vehicles undergo chemical reactions in the atmosphere. Fine particulate matter, or PM<sub>2.5</sub>, is roughly 1/28 the diameter of a human hair and results from fuel combustion (e.g. motor vehicles, power generation, industrial facilities), residential fireplaces, and wood stoves. In addition, PM<sub>2.5</sub> can be formed in the atmosphere from gases such as SO<sub>2</sub>, NO<sub>x</sub>, and VOC. Inhalable particulate matter, or PM<sub>10</sub>, is about 1/7 the thickness of a human hair. Major sources of PM<sub>10</sub> include crushing or grinding operations; dust stirred up by vehicles traveling on roads; wood burning stoves and fireplaces; dust from construction, landfills, and agriculture; wildfires and brush/waste burning; industrial sources; windblown dust from open lands; and atmospheric chemical and photochemical reactions.

 $PM_{2.5}$  and  $PM_{10}$  pose a greater health risk than larger-size particles. When inhaled, they can penetrate the human respiratory system's natural defenses and damage the respiratory tract.  $PM_{2.5}$  and  $PM_{10}$  can increase the number and severity of asthma attacks, cause or aggravate bronchitis and other lung diseases, and reduce the body's ability to fight infections. Very small particles of substances, such as lead, sulfates, and nitrates can cause lung damage directly. These substances can be absorbed into the blood stream and cause damage elsewhere in the body. These substances can transport absorbed gases, such as chlorides or ammonium, into the lungs and cause injury. Whereas  $PM_{10}$  tends to collect in the upper portion of the respiratory system,  $PM_{2.5}$  is so tiny that it can penetrate deeper into the lungs and damage lung tissues. Suspended particulates also damage and discolor surfaces on which they settle, as well as produce haze and reduce regional visibility. • Lead (Pb) in the atmosphere occurs as particulate matter. Sources of lead include leaded gasoline; the manufacturers of batteries, paint, ink, ceramics, and ammunition; and secondary lead smelters. Prior to 1978, mobile emissions were the primary source of atmospheric lead. Between 1978 and 1987, the phase-out of leaded gasoline reduced the inventory of airborne lead by nearly 95 percent. With the phase-out of leaded gasoline, secondary lead smelters, battery recycling, and manufacturing facilities have become emission sources of greater concern.

Prolonged exposure to atmospheric lead poses a serious threat to human health. Health effects associated with exposure to lead include gastrointestinal disturbances, anemia, kidney disease, and in severe cases, neuromuscular and neurological dysfunction. Of particular concern are low-level lead exposures during infancy and childhood. Such exposures are associated with decrements in neurobehavioral performance, including intelligence quotient performance, psychomotor performance, reaction time, and growth.

 Toxic Air Contaminants (TAC) are airborne pollutants that may increase a person's risk of developing cancer or other serious health effects. TACs include over 700 chemical compounds that are identified by State and federal agencies based on a review of available scientific evidence. In California, TACs are identified through a two-step process established in 1983 that includes risk identification and risk management.

#### Regulatory Setting

#### Federal

United States Environmental Protection Agency (U.S. EPA). The U.S. EPA is responsible for enforcing the Federal Clean Air Act (CAA), the legislation that governs air quality in the United States. U.S. EPA is also responsible for establishing the National Ambient Air Quality Standards (NAAQS). NAAQS are required under the 1977 CAA and subsequent amendments. U.S. EPA regulates emission sources that are under the exclusive authority of the federal government, such as aircraft, ships, and certain types of locomotives. It has jurisdiction over emission sources outside State waters (e.g., beyond the outer continental shelf) and establishes emission standards, including those for vehicles sold in States other than California, where automobiles must meet stricter emission standards set by the State.

As required by the CAA, NAAQS have been established for seven major air pollutants: CO, NO<sub>2</sub>, O<sub>3</sub>, PM<sub>2.5</sub>, PM<sub>10</sub>, SO<sub>2</sub>, and Pb. The CAA requires U.S. EPA to designate areas as attainment, nonattainment, or maintenance for each criteria pollutant based on whether the NAAQS have been achieved. The federal standards are summarized in Table 3-1. The U.S. EPA has classified the Los Angeles County portion of the South Coast Air Basin as nonattainment for O<sub>3</sub> and PM<sub>2.5</sub>, attainment for PM<sub>10</sub>, maintenance for CO, and attainment/unclassified for NO<sub>2</sub>.

#### State

California Air Resources Board (CARB). In addition to being subject to the requirements of the CAA, air quality in California is also governed by more stringent regulations under the California Clean Air Act (CCAA). CARB, which became part of the California Environmental Protection

Agency in 1991, is responsible for administering the CCAA and establishing the California Ambient Air Quality Standards (CAAQS). The CCAA, as amended in 1992, requires all air districts in the State to achieve and maintain the CAAQS, which are generally more stringent than the federal standards and incorporate additional standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles.

CARB has broad authority to regulate mobile air pollution sources, such as motor vehicles. It is responsible for setting emission standards for vehicles sold in California and for other emission sources, such as consumer products and certain off-road equipment. CARB established passenger vehicle fuel specifications, which became effective in March 1996. CARB oversees the functions of local air pollution control districts and air quality management districts, which, in turn, administer air quality activities at the regional and county levels. The State standards are summarized in Table 3-1.

The CCAA requires CARB to designate areas within California as either attainment or nonattainment for each criteria pollutant based on whether the CAAQS have been achieved. Under the CCAA, areas are designated as nonattainment for a pollutant if air quality data shows that a State standard for the pollutant was violated at least once during the previous three calendar years. Exceedances that are affected by highly irregular or infrequent events are not considered violations of a State standard and are not used as a basis for designating areas as nonattainment.

TABLE 3-1:       STATE AND NATIONAL AMBIENT AIR QUALITY STANDARDS AND ATTAINMENT STATUS FOR THE         SOUTH COAST AIR BASIN							
Dellutert	Averaging	Calif	ornia	Fed	leral		
Pollutant	Period	Standards	Attainment Status	Standards	Attainment Status		
$\Omega_{2000}(\Omega_{\rm c})$	1-hour	0.09 ppm (180 μg/m <sup>3</sup> )	Nonattainment				
020112 (03)	8-hour	0.070 ppm (137 μg/m <sup>3</sup> )	/a/	0.075 ppm (147 μg/m <sup>3</sup> )	Nonattainment		
Descriptor	24-hour	50 μg/m <sup>3</sup>	Nonattainment	150 μg/m <sup>3</sup>	Attainment		
Particulate Matter (PM <sub>10</sub> )	Annual Arithmetic Mean	20 μg/m <sup>3</sup>	Nonattainment				
	24-hour			35 μg/m³	Nonattainment		
Fine Particulate Matter (PM <sub>2.5</sub> )	Annual Arithmetic Mean	12 μg/m <sup>3</sup>	Nonattainment	12 μg/m <sup>3</sup>	Nonattainment		
Carbon	8-hour	9.0 ppm (10 mg/m <sup>3</sup> )	Attainment	9 ppm (10 mg/m <sup>3</sup> )	Maintenance		
Monoxide (CO)	1-hour	20 ppm (23 mg/m <sup>3</sup> )	Attainment	35 ppm (40 mg/m <sup>3</sup> )	Maintenance		
Nitrogen	Annual Arithmetic Mean	0.030 ppm (57 μg/m <sup>3</sup> )	Attainment	53 ppb (100 μg/m <sup>3</sup> )	Unclassified/ Attainment		
Dioxide (NO <sub>2</sub> )	1-hour	0.18 ppm (338 μg/m <sup>3</sup> )	Attainment	100 ppb (188 μg/m <sup>3</sup> )	Unclassified/ Attainment		
Sulfur Dioxide	24-hour	0.04 ppm (105 μg/m <sup>3</sup> )	Attainment		Attainment		
(SO <sub>2</sub> )	1-hour	0.25 ppm (655 μg/m <sup>3</sup> )	Attainment	75 ppb (196 µg/m <sup>3</sup> )	Attainment		
Lead (Ph)	30-day average	1.5 μg/m <sup>3</sup>	Attainment				
	Calendar Quarter			0.15 μg/m <sup>3</sup>	Nonattainment		

/a/ CARB has not determined 8-hour  $O_{\rm 3}$  attainment status.

Source: California Air Resources Board, Ambient Air Quality Standards, and attainment status, accessed August 1, 2016 (www.arb.ca.gov/desig/adm/adm.htm)

#### Local

South Coast Air Quality Management District (SCAQMD). The 1977 Lewis Air Quality Management Act merged four air pollution control districts to create the SCAQMD to coordinate air quality planning efforts throughout Southern California. It is responsible for monitoring air quality, as well as planning, implementing, and enforcing programs designed to attain and maintain State and federal ambient air quality standards. Programs include air quality rules and regulations that regulate stationary sources, area sources, point sources, and certain mobile source emissions. The SCAQMD is also responsible for establishing stationary source permitting requirements and for ensuring that new, modified, or relocated stationary sources do not create net emission increases.

The SCAQMD monitors air quality over its jurisdiction of 10,743 square miles, including the South Coast Air Basin, which covers 6,745 square miles and is bounded by the Pacific Ocean to the west, the San Gabriel, San Bernardino and San Jacinto mountains to the north and east, and San Diego County to the south. The Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties. The SCAQMD also regulates the Riverside County portion of the Salton Sea Air Basin and Mojave Desert Air Basin.

All areas designated as nonattainment under the CCAA are required to prepare plans showing how they will meet the air quality standards. The SCAQMD regularly prepares an Air Quality Management Plan (AQMP) to address CAA and CCAA requirements by identifying policies and control measures. On December 7, 2012, the SCAQMD adopted its 2012 AQMP, which is now the legally enforceable plan for meeting the 24-hour PM<sub>2.5</sub> strategy standard. In June 2016, the SCAQMD's released its Draft 2016 AQMP which proposed strategies to meet the NAAQS for the 8-hour ozone standard by 2032, the annual PM<sub>2.5</sub> standard by 2021-2025, the 1-hour ozone standard by 2023, and the 24-hour PM<sub>2.5</sub> standard by 2019. In its role as the local air quality regulatory agency, the SCAQMD also provides guidance on how environmental analyses should be prepared. This includes recommended thresholds of significance for evaluating air quality impacts.

The Southern California Association of Governments (SCAG) assists in air quality planning efforts by preparing the transportation portion of the AQMP through the adoption of its Regional Transportation Plan (RTP). This includes the preparation of a Sustainable Communities Strategy (SCS) that responds to planning requirements of SB 375 and demonstrates the region's ability to attain greenhouse gas reduction targets set forth in State law. In April 2016, SCAG adopted its 2016-2040 RTP, a plan to invest \$556.5 billion in transportation systems over a six-county region.

City of Los Angeles. The City's General Plan includes an Air Quality Element that provides a policy framework governing air quality planning within the City of Los Angeles. Adopted in November 1992, the Plan includes six goals, 15 objectives, and 30 policies that help define how the City will achieve its clean air vision.

In 2006, the City released its L.A. CEQA Thresholds Guide that provides guidance in the preparation of environmental documents. This included a chapter focusing on air quality. While it didn't set new thresholds of significance for air quality, it did suggest a process for evaluating projects and attempted to standardize analyses through prescribed protocols.

#### Air Pollution Climatology

The Project Site is located within the Los Angeles County non-desert portion of the South Coast Air Basin. The Basin is in an area of high air pollution potential due to its climate and topography. The region lies in the semi-permanent high pressure zone of the eastern Pacific, resulting in a mild climate tempered by cool sea breezes with light average wind speeds. The Basin experiences warm summers, mild winters, infrequent rainfalls, light winds, and moderate humidity. This usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds. The Basin is a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean to the west and high mountains around the rest of its perimeter. The mountains and hills within the area contribute to the variation of rainfall, temperature, and winds throughout the region.

The Basin experiences frequent temperature inversions that help to form smog. While temperature typically decreases with height, it actually increases under inversion conditions as altitude increases, thereby preventing air close to the ground from mixing with the air above. As a result, air pollutants are trapped near the ground. During the summer, air quality problems are created due to the interaction between the ocean surface and the lower layer of the atmosphere. This interaction creates a moist marine layer. An upper layer of warm air mass forms over the cool marine layer, preventing air pollutants from dispersing upward. Additionally, hydrocarbons and NO<sub>2</sub> react under strong sunlight, creating smog. Light daytime winds, predominantly from the west, further aggravate the condition by driving air pollutants inland toward the mountains.

Air quality problems also occur during the fall and winter, when CO and NO<sub>2</sub> emissions tend to be higher. CO concentrations are generally worse in the morning and late evening (around 10:00 p.m.) when temperatures are cooler. High CO levels during the late evenings result from stagnant atmospheric conditions trapping CO. Since CO emissions are produced almost entirely from automobiles; the highest CO concentrations in the Basin are associated with heavy traffic. NO<sub>2</sub> concentrations are also generally higher during fall and winter days.

#### Air Monitoring Data

The SCAQMD monitors air quality conditions at 45 locations throughout the Basin. The Project Sites are located in SCAQMD's Central Los Angeles receptor area. Historical data from the area was used to characterize existing conditions in the vicinity of the Project area. Table 3-2 shows pollutant levels, State and federal standards, and the number of exceedances recorded in the area from 2012 through 2014. The one-hour State standard for O<sub>3</sub> was exceeded three times during this three-year period, the daily State standard for PM<sub>10</sub> was exceeded eight times while the daily State standard for PM<sub>2.5</sub> was exceeded five times. CO and NO<sub>2</sub> levels did not exceed the CAAQS from 2012 to 2014.

TABLE 3-2: 2012-2014 AMBIENT AIR QUALITY DATA IN PROJECT VICINITY						
Dellutent		Central Los Angeles				
Pollutant	Pollutant Concentration & Standards	2012	2013	2014		
	Maximum 1-hour Concentration (ppm)	0.093	0.081	0.113		
Ozone	Days > 0.09 ppm (State 1-hour standard)	0	0	3		
	Days > 0.075 ppm (Federal 8-hour standard)	1	0	2		
	Maximum 1-hour Concentration (ppm)	N/A	N/A	N/A		
Carbon	Days > 20 ppm (State 1-hour standard)	N/A	N/A	N/A		
Monoxide	Maximum 8-hour Concentration (ppm)	1.9	2.0	2.0		
	Days > 9.0 ppm (State 8-hour standard)	0	0	0		
Nitrogen	Maximum 1-hour Concentration (ppm)	0.0773	0.0903	0.0821		
Dioxide	Days > 0.18 ppm (State 1-hour standard)	0	0	0		
DM	Maximum 24-hour Concentration (μg/m <sup>3</sup> )	80	57	66		
PIVI <sub>10</sub>	Days > 50 μg/m <sup>3</sup> (State 24-hour standard)	4	1	3		

DM	Maximum 24-hour Concentration (µg/m <sup>3</sup> )	58.7	43.1	N/A		
P1V1 <sub>2.5</sub>	Days > 35 μg/m <sup>3</sup> (Federal 24-hour standard)	4	1	N/A		
Sulfur Diovido	Maximum 24-hour Concentration (ppm)	N/A	N/A	N/A		
Sullul Dioxide	Days > 0.04 ppm (State 24-hour standard)	N/A	N/A	N/A		
Source: SCAQMD annual monitoring data ( <u>www.aqmd.gov/home/library/air-quality-data-studies/historical-data-by-year</u> ) accessed August 1, 2016.						
N/A: NOT available at	inis monitoring station.					

#### Toxic Air Pollution

According to the SCAQMD's Multiple Air Toxics Exposure Study IV (MATES IV), the incidence of cancer over a lifetime in the US population is about 1 in 3, which translates into a risk of about 300,000 in 1 million. One study, the *Harvard Report on Cancer Prevention*, estimated that, of cancers associated with known risk factors, about 30 percent were related to tobacco, 30 percent were related to diet and obesity, and about two percent were associated with environmental pollution related exposures. The potential cancer risk for a given substance is expressed as the incremental number of potential excess cancer cases per million people over a 70-year lifetime exposure at a constant annual average pollutant concentration. The risks are usually presented in chances per million. For example, if the cancer risks were estimated to be 100 per million, this would predict an additional 100 excess cases of cancer in a population of 1 million people over a 70-year lifetime.

As part of the SCAQMD's environmental justice initiatives adopted in late 1997, the SCAQMD adopted the MATES IV study in May 2015, which was a follow-up to the previous MATES I, II, and III air toxics studies conducted in the Basin. The MATES IV study was based on monitored data throughout the Basin and included a monitoring program, an updated emissions inventory of TACs, and a modeling effort to characterize carcinogenic risk across the Basin from exposure to TACs. The study concluded that the average of the modeled air toxics concentrations measured at each of the monitoring stations in the Basin equates to a background cancer risk of approximately 897 in one million primarily due to diesel exhaust particulate matter (DPM). Using the MATES IV methodology, about 94 percent of cancer risk is attributed to emissions associated with mobile sources, about six percent of risk is attributed to toxics emitted from stationary sources, (e.g., industries, dry cleaners and chrome plating operations). The MATES IV study found lower ambient concentrations of most of the measured air toxics, as compared to the levels measured in the previous MATES III study finalized in September 2008.

#### Thresholds of Significance

For the purposes of this analysis, air quality impacts of the Proposed Project would be considered significant if they would exceed the following standards of significance, which are based on Appendix G of the *2013 State CEQA Guidelines*. According to these guidelines, a project would normally have a significant impact on air quality if it would:

- Conflict with or obstruct implementation of the applicable air quality plan.
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality

standard (including releasing emissions which exceed quantitative thresholds for ozone precursors);

- Violate any air quality standard or contribute substantially to an existing or projected air quality violation;
- Expose sensitive receptors to substantial pollution concentrations; or
- Create objectionable odors affecting a substantial number of people

The *State CEQA Guidelines* Section 15064.7 provides the significance criteria established by the applicable air quality management district or air pollution control district, when available, may be relied upon to make determinations of significance. The potential air quality impacts of the Proposed Project are, therefore, evaluated according to thresholds developed by the SCAQMD in their *CEQA Air Quality Handbook, Air Quality Analysis Guidance Handbook,* and subsequent guidance, which are listed below.

#### Existing Emissions

The Project Site includes an above-ground parking garage that supports adjacent commercial uses. Because this garage does not generate emissions itself and would be retained as part of the first phase of the Proposed Project, this analysis estimates the gross emissions from the additional residential uses proposed on top of the existing garage and the retail uses proposed on the ground floor.

For the second phase of the Proposed Project, 162,412 square feet of office space would be converted to residential uses. As shown in Table 3-3, these uses generate area, energy, and mobile source emissions. It should be noted that while some of the existing building is unoccupied, this analysis conservatively assumes full occupancy of the existing office building.

TABLE 3-3: EXISTING DAILY OPERATIONS EMISSIONS							
	Pounds per Day						
Emission Source	VOC	NO <sub>X</sub>	СО	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>	
Area Sources	4	<1	<1	<1	<1	<1	
Energy Sources	<1	<1	<1	<1	<1	<1	
Mobile Sources	7	19	80	<1	13	4	
Total Operations	11	20	81	<1	13	4	
Source: DKA Planning 2016 based on CalEEMod 2013.2.2 model runs.							

5

#### Sensitive Receptors

Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. CARB has identified the following typical groups who are most likely to be affected by air pollution: children under 14; the elderly over 65 years of age; athletes; and people with cardiovascular and chronic respiratory diseases. According to the SCAQMD, sensitive receptors include residences, schools, playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. There are several existing or reasonably foreseeable sensitive receptors near the Project Site, including:

- Solair Wilshire multi-family residences; 3785 Wilshire Boulevard; 80 feet east of the Project site.
- Multi-family residences; 3950 West 6<sup>th</sup> Street; 125 feet north of the Project Site.
- Multi-family residences; 3923 West 6<sup>th</sup> Street; 135 feet northeast of the Project Site.
- St. James Episcopal Church; 455 South St. Andrews Place, 1,300 feet west of the Project Site.
- Erika J. Glazer Early Childhood Center of Wilshire Boulevard; 1,205 Wilshire Boulevard, 425 feet east of the Project Site.
- Robert F. Kennedy Community Schools; 701 South Catalina Street; 3,350 feet east of the Project Site.
- Seoul International Park; 3250 San Marino Street; 3,830 feet southeast of the Project Site.
- Wilshire Park Elementary School; 4063 Ingraham Street; 1,730 feet west of the Project Site.
- Hobart Boulevard Elementary School; 980 South Hobart Boulevard; 3,045 feet southeast of the Project Site.
- Wilton Place Elementary School; 745 South Wilton Place; 1,810 feet southwest of the Project Site.

#### Project Consistency with Air Quality Plans

SCAQMD Air Quality Management Plan. The proposed residential and retail land uses will neither conflict with the SCAQMD's 2012 Air Quality Management Plan (AQMP) nor jeopardize the region's attainment of air quality standards. The AQMP focuses on achieving clean air standards while accommodating population growth forecasts by the Southern California Association of Governments (SCAG). Specifically, SCAG's growth forecasts from the 2012 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) are largely built off local growth forecasts from local governments like the City of Los Angeles. The 2012 RTP/SCS accommodates up to 3,991,700 persons; 1,455,700 households; and 1,817,700 jobs in the City of Los Angeles by 2020.<sup>1</sup>

The Project site is located in the City's Wilshire Community Plan Area. The Community Plan implements land use standards of the General Plan Framework at the local level. The Project is consistent with the City's projected growth capacity for the Community Plan area, which accommodated a projected population of 337,144 persons and housing base of 138,330 units by 2010.<sup>2</sup> The City has not updated projections beyond 2010 for the Community Plan area.

The Project would initially add 132 multi-family residential units and 900 square feet of ground floor retail in the City of Los Angeles. This could add 322 residents to the Plan area, based on

<sup>&</sup>lt;sup>1</sup> While SCAG adopted the 2016 RTP/SCS in April 2016, the updated RTP has not been formally included in the region's adopted AQMP. The updated RTP accommodates 4,609,400 persons; 1,690,300 households; and 2,169,100 jobs by 2040.

City of Los Angeles, Wilshire Community Plan, www.cityplanning.lacity.org/complan/pdf/wilcptxt.pdf. 2001.

the City's projected household density in the Community Plan area. This would marginally increase population in the South Coast Air Basin. In the second phase, the existing office uses would be converted to 176 multi-family residential units, potentially adding another 428 residents to the area.

The Project Site is zoned as "a Transit Priority Area", a classification that conditionally allows residential uses. As such, the RTP/SCS' assumptions about growth in the City likely accommodate housing and population growth on this site. As such, the Project does not conflict with the growth assumptions in the regional air plan and this impact is considered **less than significant**.

TABLE 3-4:	PROJECT CONSISTENCY WITH AIR QUALITY MANAGEMENT PLAN'S GROWTH FORECAST							
Forecast Year	Population in City of Los Angeles	Proposed Project	Households in City of Los Angeles	Proposed Project	Employment in City of Los Angeles	Proposed Project		
2008	3,770,500		1,309,900		35,900			
2020	3,991,700	322+428	1,455,700	132+176	37,100	1+14		
2035	4,320,600		1,626,600		38,600			
The potential gro Source: DKA Plar in 2010. Employ	The potential growth in population, household, and jobs are reflected by the two proposed phases of development. Source: DKA Planning 2016 based on SCAG 2012 Regional Transportation Plan Growth Forecast. Assumes 2.43 persons per household per Community Plan in 2010. Employment forecast based on SCAG "Employment Density Study", October 31, 2001.							

City of Los Angeles General Plan Air Quality Element. The City's General Plan Air Quality Element identifies 30 policies that identify specific strategies for advancing the City's clean air goals. As illustrated in Table 3-5, the Proposed Project is consistent with the applicable policies in the General Plan. As such, the proposed Project's impact on the City's General Plan would be considered **less than significant**.

TABLE 3-5: PROJECT CONSISTENCY WITH CITY OF LOS ANGELES GENERAL PLAN AIR QUALITY ELEMENT						
Strategy	Project Consistency					
<b>Policy 1.3.1.</b> Minimize particulate emissions from construction sites.	<b>Consistent.</b> The Proposed Project would minimize particulate emissions during construction through best practices required by SCAQMD Rule 403 (Fugitive Dust) and/or mitigation measures.					
<b>Policy 1.3.2.</b> Minimize particulate emissions from unpaved roads and parking lots associated with vehicular traffic.	<b>Consistent.</b> The Proposed Project would minimize particulate emissions from unpaved facilities through best practices required by SCAQMD Rule 403 (Fugitive Dust) and/or mitigation measures.					
<b>Policy 2.1.1.</b> Utilize compressed work weeks and flextime, telecommuting, carpooling, vanpooling, public transit, and improve walking/bicycling related facilities in order to reduce vehicle trips and/or VMT as an employer and encourage the private sector to do the same to reduce work trips and traffic congestion.	<b>Consistent.</b> Future employers could implement these transportation demand management strategies that help reduce traffic congestion and air pollution. The Proposed Project would be located in an urban area with significant infrastructure to facilities alternative transportation modes, including proximity to bus routes operating by the Los Angeles County Metropolitan Transportation Authority and the Metro Red Line stations in close proximity to the site.					
Policy 2.1.2. Facilitate and encourage the use of telecommunications	Consistent. Future employers could implement					

## TABLE 3-5: PROJECT CONSISTENCY WITH CITY OF LOS ANGELES GENERAL PLAN AIR QUALITY ELEMENT

Strategy	Project Consistency
(i.e., telecommuting) in both the public and private sectors, in order to	these telecommunications strategies that help
reduce work trips.	reduce traffic congestion and air pollution.
Policy 2.2.1. Discourage single-occupant vehicle use through a variety	Consistent. Future employers could implement
of measures such as market incentive strategies, mode-shift incentives,	these types of strategies that help reduce traffic
trip reduction plans and ridesharing subsidies.	congestion and air pollution.
Policy 2.2.2. Encourage multi-occupant vehicle travel and discourage	Consistent. Future property managers could
single-occupant vehicle travel by instituting parking management	implement parking management programs that
practices.	reduce vehicle travel.
<b>Policy 2.2.3.</b> Minimize the use of single-occupant vehicles associated	Not Applicable. The Proposed Project does not
with special events or in areas and times of high levels of pedestrian	include special events that would require traffic
activities.	management.
Policy 3.2.1. Manage traffic congestion during peak hours.	<b>Consistent.</b> The Proposed Project would minimize
	traffic impacts below significance thresholds.
<b>Policy 4.1.1.</b> Coordinate with all appropriate regional agencies on the	<b>Consistent.</b> The Proposed Project is being entitled
implementation of strategies for the integration of land use,	through the City of Los Angeles, which coordinates
transportation, and air quality policies.	with SCAG, Los Angeles County Metropolitan
	I ransportation Authority, and other regional
	agencies on the coordination of land use, air quality,
	and transportation policies.
<b>Policy 4.1.2.</b> Ensure that project level review and approval of land use	<b>Consistent.</b> The Proposed Project would be entitled
development remains at the local level.	and environmentally cleared at the local level.
<b>Policy 4.2.1.</b> Revise the City's General Plan/Community Plans to achieve	Not Applicable. This policy calls for City updates to
a more compact, efficient urban form and to promote more transit-	its General Plan.
Policy 4.2.2 Improve accessibility for the City's residents to places of	Consistent The Droposed Droject would be infill
<b>Policy 4.2.2.</b> Improve accessibility for the City's residents to places of amployment, chapping conters and other establishments	development that would provide residents with
employment, shopping centers and other establishments.	neveropment that would provide residents with
<b>Policy 4.3.3</b> Ensure that now development is compatible with	Consistent The Proposed Project would be located
Policy 4.2.3. Ensure that new development is compatible with	in an urban area with significant infrastructure to
pedestrians, bicycles, transit, and alternative fuel vehicles.	facilities alternative transportation modes including
	provimity to bus routes operating by the Los
	Angeles County Metropolitan Transportation
	Authority and the Metro Red Line stations
<b>Policy 4.2.4</b> Require that air quality impacts be a consideration in the	Consistent The proposed Project's air quality
review and approval of all discretionary projects	impacts will be analyzed and minimized through the
review and approval of an abscettonally projector	environmental review process.
<b>Policy 4.2.5.</b> Emphasize trip reduction, alternative transit and	<b>Consistent.</b> The Proposed Project would be located
congestion management measures for discretionary projects.	in an urban area with significant infrastructure to
	facilities alternative transportation modes, including
	proximity to bus routes operating by the Los
	Angeles County Metropolitan Transportation
	Authority and the Metro Red Line stations.
<b>Policy 4.3.1.</b> Revise the City's General Plan/Community Plans to ensure	Net Applicable. This relieves the far City undetected
that new or relocated sensitive receptors are located to minimize	ite Concerned Diam
significant health risks posed by air pollution sources.	its General Plan.
Policy 4.3.2. Revise the City's General Plan/Community Plans to ensure	Net Angliachte. This selies cells for City undetecto
that new or relocated major air pollution sources are located to	its Conoral Dan
minimize significant health risks to sensitive receptors.	
Policy 5 1 1 Make improvements in Harbor and airport operations and	Not Applicable. This policy calls for cleaner
facilities in order to reduce air emissions	operations of the City's water port and airport
	facilities.
Policy 5.1.2. Effect a reduction in energy consumption and shift to non-	Not Applicable. This policy calls for cleaner
polluting sources of energy in its buildings and operations.	operations of the City's buildings and operations.
Policy 5.1.3. Have the Department of Water and Power make	Not Applicable. This policy calls for cleaner
improvements at its in-basin power plants in order to reduce air	operations of the City's Water and Power energy

#### TABLE 3-5: PROJECT CONSISTENCY WITH CITY OF LOS ANGELES GENERAL PLAN AIR QUALITY ELEMENT

Strategy	Project Consistency
emissions.	plants.
<b>Policy 5.1.4.</b> Reduce energy consumption and associated air emissions by encouraging waste reduction and recycling.	<b>Not Applicable.</b> This policy calls for City facilities to reduce solid waste production and energy consumption.
<b>Policy 5.2.1.</b> Reduce emissions from its own vehicles by continuing scheduled maintenance, inspection and vehicle replacement programs; by adhering to the State of California's emissions testing and monitoring programs; by using alternative fuel vehicles wherever feasible, in accordance with regulatory agencies and City Council policies.	<b>Not Applicable.</b> This policy calls for the City to gradually reduce the fleet emissions inventory from its vehicles through use of alternative fuels, improved maintenance practices, and related operational improvements.
<b>Policy 5.3.1.</b> Support the development and use of equipment powered by electric of low-emitting fuels.	<b>Consistent.</b> The Project would be designed to meet the applicable requirements of the State's Green Building Standards Code and the City of Los Angeles' Green Building Code.
Policy 6.1.1. Raise awareness through public-information and	Not Applicable. This policy calls for the City to
education programs of the actions that individuals can take to reduce	promote clean air awareness through its public
air emissions.	awareness programs.
Source: DKA Planning, 2016.	

#### Air Quality Plan Mitigation Measure

#### None required

#### Air Quality Plan Impacts After Mitigation

The air quality impacts of residential development on the Project Site are accommodated in the region's emissions inventory for the 2012 RTP/SCS and 2012 AQMP. The project is therefore not expected to conflict with or obstruct implementation of the AQMP, and any impact on the Plan would be considered less than significant. Similarly, the Proposed Project is consistent with the City's General Plan Air Quality Element's policies and would not conflict with its six goals and 15 objectives.

## b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? *Less Than Significant Impact.*

#### Construction Phase Air Quality Impacts on Regional Air Quality

Construction-related emissions were estimated using the South Coast Air Quality Management District's (SCAQMD's) CalEEMod 2013.2.2 model using assumptions from the Project's developer, including the Project's construction schedule of 18 months. While the Proposed Project would be built in two phases, this analysis conservatively assumes concurrent construction activities for both phases. Table 3-6 summarizes the proposed construction schedule that was modeled for air quality impacts.

TABLE 3-6: PROPOSED CONSTRUCTION SCHEDULE						
Phase Duration Notes						

TABLE 3-6: PROPOSED CONSTRUCTION SCHEDULE							
Phase	Notes						
Site Preparation	1/1/18-1/31/18						
Grading	2/1/18-2/28/18	2,500 cubic yards of soil export					
Building Construction	3/1/18-4/30/19						
Architectural Coatings 5/1/18-6/30/19							
Source: DKA Planning, 2016							

As shown in Table 3-7, the construction of the Proposed Project will produce VOC,  $NO_x$ , CO,  $SO_x$ ,  $PM_{10}$  and  $PM_{2.5}$  emissions that do not exceed the SCAQMD's regional thresholds. As a result, construction of the Proposed Project would not contribute substantially to an existing violation of air quality standards for regional pollutants (e.g., ozone). This impact is considered **less than significant**.

TABLE 3-7: ESTIMATED DAILY CONSTRUCTION EMISSIONS - UNMITIGATED							
Construction Dhoos Veen	Pounds Per Day						
Construction Phase Year	VOC	NO <sub>x</sub>	со	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>	
2018	2	13	14	<1	2	1	
2019	19	11	14	<1	2	1	
Maximum Regional Total	19	13	14	<1	2	1	
Regional Significance Threshold	75	100	550	150	150	55	
Exceed Threshold?	No	No	No	No	No	No	
Maximum Localized Total	19	11	8	<1	1	1	
Localized Significance Threshold		74	680		5	3	
Exceed Threshold?	N/A	No	No	N/A	No	No	
Source: DKA Planning, 2016 based on Cale source receptor area.	EMod 2013.2.2 mo	del runs. LST analy	rses based on 1 acre si	te with 25 meter di	stances to receptors	in Central LA	

#### Construction Phase Air Quality Impacts on Local Air Quality

In terms of local air quality, the Proposed Project would produce significant emissions that do not exceed the SCAQMD's recommended localized standards of significance for  $NO_2$  and CO during the construction phase. Likewise, construction activities would not produce  $PM_{10}$  and  $PM_{2.5}$  emissions that exceed localized thresholds recommended by the SCAQMD. As a result, construction impacts on localized air quality are considered **less than significant**.

Regulatory Compliance Measure RCM1 addresses fugitive dust emissions of PM<sub>10</sub> and PM<sub>2.5</sub> that would be regulated by SCAQMD Rule 403, which calls for Best Available Control Measures (BACM) that include watering portions of the site that are disturbed during grading activities and minimizing tracking of dirt onto local streets. RCM2 controls potential VOC emissions from coatings used to finish the project. It should be noted that Table 3-7 conservatively does not assume the application of BACMs to control fugitive dust.

#### Construction Phase Air Quality Mitigation Measures

#### None required.

#### Construction Phase Air Quality Regulatory Compliance Measures

- RCM1 Construction activities shall comply with SCAQMD Rule 403, including the following measures:
  - Apply water to disturbed areas of the site three times a day
  - Require the use of a gravel apron or other equivalent methods to reduce mud and dirt trackout onto truck exit routes
  - Appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM generation.
  - o Limit soil disturbance to the amounts analyzed in this air quality analysis.
  - All materials transported off-site shall be securely covered.
  - Apply non-toxic soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for ten days or more).
  - Traffic speeds on all unpaved roads to be reduced to 15 mph or less.
- RCM2 Architectural coatings and solvents applied during construction activities shall comply with SCAQMD Rule 1113, which governs the VOC content of architectural coatings.

#### Construction Phase Air Quality Impacts After Mitigation

Construction of the Proposed Project is not expected to produce any local violation of air quality standards or contribute substantially to an existing or projected air quality violation.

#### **Operation Phase Air Quality Impacts**

The Project will also produce phased, long-term air quality impacts to the region primarily from motor vehicles that access the Project site for each of the two proposed phases. Operational emissions from the first phase of development would not exceed SCAQMD's regional significance thresholds for VOC, NO<sub>X</sub>, CO, PM<sub>10</sub> and PM<sub>2.5</sub> emissions (Table 3-8). As a result, the Project's first phase of operational impacts on regional air quality are considered **less than significant**.

With regard to localized air quality impacts, the Proposed Project would emit minimal emissions of NO<sub>2</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> from area and energy sources on-site. As shown in Table 3-8, these localized emissions would not approach the SCAQMD's localized significance thresholds that signal when there could be human health impacts at nearby sensitive receptors during long-term operations. The Project's operational impacts on localized air quality are considered **less than significant**.

TABLE 3-8: ESTIMATED DAIL	Y OPERATION	S EMISSIONS -	- UNMITIGATE			
Fraincisco Courses			Pounds	per Day		
Emission Source	VOC	NO <sub>x</sub>	СО	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Area Sources	3	<1	11	<1	<1	<1
Energy Sources	<1	<1	<1	<1	<1	<1
Mobile Sources	3	9	36	<1	7	2
Net Regional Total	6	9	47	<1	7	2
Regional Significance Threshold	55	55	550	150	150	55
Exceed Threshold?	No	No	No	No	No	No
Net Localized Total	3	<1	11	<1	<1	<1
Localized Significance Threshold	-	74	680	-	2	1
Exceed Threshold?	N/A	No	No	N/A	No	No
Source: DKA Planning 2016 based on CalEEMo receptor area.	od 2013.2.2 model ri	uns. LST analysis ba	sed on 1 acre site w	ith 25 meter distan	ces to receptors in C	Central LA source

The second phase of development would produce similar operational emissions, as illustrated in Table 3-9. As with the first phase, operational emissions from the second phase of development would not exceed SCAQMD's regional significance thresholds for VOC,  $NO_x$ , CO,  $PM_{10}$  and  $PM_{2.5}$  emissions. As a result, the Project's first phase of operational impacts on regional air quality are considered **less than significant**.

As shown in Table 3-9, localized emissions from the second phase would also not approach the SCAQMD's localized significance thresholds during long-term operations. The Project's second phase of operational impacts on localized air quality are considered **less than significant**.

TABLE 3-9: ESTIMATED DAIL	Y OPERATION	S EMISSIONS -	- UNMITIGATE	ED (PHASE 2)		
Emission Source			Pounds	per Day		
Emission Source	VOC	NO <sub>x</sub>	со	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Area Sources	4	<1	15	<1	<1	<1
Energy Sources	<1	<1	<1	<1	<1	<1
Mobile Sources	5	14	58	<1	11	3
Net Regional Total	9	15	72	<1	11	3
Regional Significance Threshold	55	55	550	150	150	55
Exceed Threshold?	No	No	No	No	No	No
Net Localized Total	4	<1	15	<1	<1	<1
Localized Significance Threshold	-	74	680	-	2	1
Exceed Threshold?	N/A	No	No	N/A	No	No
Source: DKA Planning 2016 based on CalEEMo receptor area.	od 2013.2.2 model r	uns. LST analysis ba	sed on 1 acre site w	ith 25 meter distan	ces to receptors in C	Central LA source

Even if both phases of development are considered in the aggregate, both regional and localized emissions would not exceed the SCAQMD's thresholds of significance (Table 3-10).

TABLE 3-10:	ESTIMATED DAIL	Y OPERATIONS EMISSIONS – UNMITIGATED (PHASES 1 AND 2)
Emissio	n Source	Pounds per Day

#### 635 Western Avenue Project Air Quality Impact Report

	VOC	NO <sub>x</sub>	СО	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Area Sources	7	<1	26	<1	<1	<1
Energy Sources	<1	<1	<1	<1	<1	<1
Mobile Sources	8	24	94	<1	18	3
Net Regional Total	15	24	120	<1	18	3
Existing Regional Total	-11	-20	-81	<1	-13	-4
Net Regional Total	4	4	39	150	5	-1
Regional Significance Threshold	55	55	550	150	150	55
Exceed Threshold?	No	No	No	No	No	No
Net Localized Total	4	<1	11	<1	<1	-<1
Localized Significance Threshold	-	74	680	-	2	1
Exceed Threshold?	N/A	No	No	N/A	No	No
Source: DKA Planning 2016 based on CalEEMo receptor area.	od 2013.2.2 model r	uns. LST analysis ba	sed on 1 acre site w	ith 25 meter distan	ces to receptors in C	Central LA source

#### **Operations Phase Air Quality Mitigation Measures**

#### None required.

#### **Operations Phase Air Quality Impacts After Mitigation**

The long-term operation of the Proposed Project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation for regional and localized air quality.

c) 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)? Less Than Significant Impact.

#### Construction Phase Air Quality Impacts

A project's construction impacts could be considered cumulative considerable if it substantially contributes to cumulative air quality violations when considering other projects that may undertake concurrent construction activities.

Construction of the Proposed Project would not contribute significantly to cumulative emissions of any non-attainment regional pollutants. For regional ozone precursors, the Project would not exceed SCAQMD mass emission thresholds for ozone precursors during construction. Similarly, regional emissions of  $PM_{10}$  and  $PM_{2.5}$  would not exceed mass thresholds established by the SCAQMD. Therefore, construction emissions impacts on regional criteria pollutant emissions would be considered **less than significant**.

When considering local impacts, cumulative construction emissions are considered when projects are within close proximity of each other that could result in larger impacts on local sensitive receptors. Construction of the Project itself would not produce cumulative

635 Western Avenue Project Air Quality Impact Report

considerable emissions of localized nonattainment pollutants  $PM_{10}$  and  $PM_{2.5}$ , as the anticipated emissions would not exceed LST thresholds set by the SCAQMD. This is considered a **less than significant** impact.

If any other proposed projects were to undertake construction concurrently with the proposed Project, localized CO, PM<sub>2.5</sub>, PM<sub>10</sub>, and NO<sub>2</sub> concentrations would be further increased. However, the application of LST thresholds to each cumulative project in the local area would help ensure that each project does not produce localized hotspots of CO, PM<sub>2.5</sub>, PM<sub>10</sub>, and NO<sub>2</sub>. Any projects that would exceed LST thresholds (after mitigation) would perform dispersion modeling to confirm whether health-based air quality standards would be violated. The SCAQMD's LST thresholds recognize the influence of a receptor's proximity, setting mass emissions thresholds for PM<sub>10</sub> and PM<sub>2.5</sub> that generally double with every doubling of distance.

#### Construction Phase Air Quality Mitigation Measures

Regulatory Compliance Measures RCM1 and RCM2 call for good housekeeping measures that substantially reduce PM<sub>10</sub> and PM<sub>2.5</sub> emissions during on-site construction activities, as well as reducing VOC emissions during the application of architectural coatings. These could similarly be implemented at other construction sites for any related projects.

#### Construction Phase Air Quality Impacts After Mitigation

Construction of the Proposed Project would not have any considerable contribution to cumulative impacts on pollutant concentrations at nearby receptors.

#### **Operation Phase Air Quality Impacts**

As for cumulative operational impacts, the proposed land use will not produce cumulatively considerable emissions of nonattainment pollutants at the regional or local level. Because the Project's air quality impacts would not exceed the SCAQMD's operational thresholds of significance as noted in Table 3-10, the Project's impacts on cumulative emissions of non-attainment pollutants is considered **less than significant**. The Project is a residential and retail development that would not include major sources of combustion or fugitive dust. As a result, its localized emissions of PM<sub>10</sub> and PM<sub>2.5</sub> would be minimal. Likewise, existing land uses in the area include land uses that do not produce substantial emissions of localized nonattainment pollutants.

#### *Operation Phase Air Quality Mitigation Measures*

None required.

#### Operation Phase Air Quality Impacts After Mitigation

Long-term operation of the Project would not result in a cumulatively considerable net increase of any non-attainment criteria pollutant.

## **d) Expose sensitive receptors to substantial pollutant concentrations?** Less Than Significant Impact.

#### Construction Phase Air Quality Impacts on Sensitive Receptors

Construction of the Proposed Project could produce air emissions that impact several existing sensitive receptors near the Project Site, including:

- Solair Wilshire multi-family residences; 3785 Wilshire Boulevard; 80 feet east of the Project site.
- Multi-family residences; 3950 West 6<sup>th</sup> Street; 125 feet north of the Project Site.
- Multi-family residences; 3923 West 6<sup>th</sup> Street; 135 feet northeast of the Project Site.
- St. James Episcopal Church; 455 South St. Andrews Place, 1,300 feet west of the Project Site.
- Erika J. Glazer Early Childhood Center of Wilshire Boulevard; 1,205 Wilshire Boulevard, 425 feet east of the Project Site.
- Robert F. Kennedy Community Schools; 701 South Catalina Street; 3,350 feet east of the Project Site.
- Seoul International Park; 3250 San Marino Street; 3,830 feet southeast of the Project Site.
- Wilshire Park Elementary School; 4063 Ingraham Street; 1,730 feet west of the Project Site.
- Hobart Boulevard Elementary School; 980 South Hobart Boulevard; 3,045 feet southeast of the Project Site.
- Wilton Place Elementary School; 745 South Wilton Place; 1,810 feet southwest of the Project Site.

As illustrated in Table 3-7, these nearby receptors would not be exposed to substantial concentrations of localized pollutants  $PM_{10}$  and  $PM_{2.5}$  from construction of the proposed Project. Specifically, construction activities would not exceed SCAQMD LST thresholds for  $PM_{10}$  and  $PM_{2.5}$  and represent a **less than significant** impact. LST thresholds represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable ambient air quality standard.

#### Construction Phase Air Quality Mitigation Measures for Sensitive Receptors

Regulatory compliance measures RCM1 and RCM2 call for good housekeeping measures that substantially reduce  $PM_{10}$  and  $PM_{2.5}$  emissions during on-site construction activities, as well as reducing VOC emissions during the application of architectural coatings.

#### Construction Phase Air Quality Impacts on Sensitive Receptors After Mitigation

Construction of the Proposed Project would not have any significant impacts on pollutant concentrations at nearby receptors.

#### **Operation Phase Air Quality Impacts on Sensitive Receptors**

The Proposed Project would generate long-term emissions on-site from area and energy sources that would generate negligible pollutant concentrations of CO, NO<sub>2</sub>, PM<sub>2.5</sub>, or PM<sub>10</sub> at nearby

sensitive receptors. While long-term operations of the Project would generate traffic that produces off-site emissions, these would not result in exceedances of CO air quality standards at roadways in the area due to three key factors. First, CO hotspots are extremely rare and only occur in the presence of unusual atmospheric conditions and extremely cold conditions, neither of which applies to this Project area. Second, auto-related emissions of CO continue to decline because of advances in fuel combustion technology in the vehicle fleet. Finally, the Project would not contribute to the levels of congestion that would be needed to produce the amount of emissions needed to trigger a potential CO hotspot.<sup>3</sup>

Finally, the Project would not result in any substantial emissions of TACs during the construction or operations phase. During the construction phase, the primary air quality impacts would be associated with the combustion of diesel fuels, which produce exhaust-related particulate matter that is considered a toxic air contaminant by CARB based on chronic exposure to these emissions.<sup>4</sup> However, construction activities would not produce chronic, long-term exposure to diesel particulate matter. During long-term project operations, the Project does not include typical sources of acutely and chronically hazardous TACs such as industrial manufacturing processes and automotive repair facilities. As a result, the Project would not create substantial concentrations of TACs. In addition, the SCAQMD recommends that health risk assessments be conducted for substantial sources of diesel particulate emissions (e.g., truck stops and warehouse distribution facilities) and has provided guidance for analyzing mobile source diesel emissions.<sup>5</sup> The Project would not generate a substantial number of truck trips. Based on the limited activity of TAC sources, the Project would not warrant the need for a health risk assessment associated with on-site activities. Therefore, Project impacts related to TACs would be less than significant.

#### Operation Phase Air Quality Mitigation Measures for Sensitive Receptors

#### None required.

#### Operation Phase Air Quality Impacts on Sensitive Receptors After Mitigation

Long-term operation of the Proposed Project would not have any significant impacts on pollutant concentrations at nearby receptors.

## **e)** Create objectionable odors affecting a substantial number of people? Less Than Significant Impact.

The Proposed Project would introduce residential land uses to the commercial and retail area but would not result in activities that create objectionable odors. It would not include any land uses typically associated with unpleasant odors and local nuisances (e.g., rendering facilities, dry cleaners). SCAQMD regulations that govern nuisances (i.e., Rule 402, Nuisances) would regulate any occasional odors associated with on-site uses. As a result, any odor impacts from the Project would be considered **less than significant**.

- <sup>3</sup> Caltrans, Transportation Project-Level Carbon Monoxide Protocol, updated October 13, 2010.
- <sup>4</sup> California Office of Environmental Health Hazard Assessment. *Health Effects of Diesel Exhaust.* www. <u>http://oehha.ca.gov/public\_info/facts/dieselfacts.html</u>

<sup>&</sup>lt;sup>5</sup> SCAQMD, Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Emissions, December 2002.

## 635 Western Avenue Phase 2 Existing

Los Angeles-South Coast County, Annual

## **1.0 Project Characteristics**

## 1.1 Land Usage

Land	Uses	Size		Metric	Lot Acreage	Floor Surface Area	Population
General Of	fice Building	162.41		1000sqft	0.74	162,412.00	0
1.2 Other Proje	ct Characteristics	5					-
Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Day	<b>s)</b> 33		
Climate Zone	11			Operational Year	2016		
Utility Company	Los Angeles Departme	ent of Water & Power					
CO2 Intensity (Ib/MWhr)	1227.89	CH4 Intensity (Ib/MWhr)	0.029	N2O Intensity (Ib/MWhr)	0.006		
1.3 User Entere	d Comments & N	on-Default Data					
Project Characteri	stics -						
Land Use - Develo	oper information						
Construction Phase	e - Developer inform	nation					
Grading - Develop	er information						
Woodstoves - Dev	eloper information						
Construction Off-r	oad Equipment Mitig	ation - Assumes SCAQI	MD Rule 403 cor	ntrol efficiencies			
Vehicle Trips -							

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	45
tblLandUse	LandUseSquareFeet	162,410.00	162,412.00
tblLandUse	LotAcreage	3.73	0.74

tblProjectCharacteristics	OperationalYear	2014	2016
tblTripsAndVMT	HaulingTripNumber	0.00	313.00

## 2.0 Emissions Summary

## 2.2 Overall Operational

## Unmitigated Operational

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	MT/yr										
Area	0.7753	2.0000e-005	2.1300e- 003	0.0000		1.0000e- 005	1.0000e-005		1.0000e- 005	1.0000e-005	0.0000	4.0300e- 003	4.0300e-003	1.0000e- 005	0.0000	4.2700e-003
Energy	9.5700e-003	0.0870	0.0731	5.2000e- 004		6.6100e- 003	6.6100e-003		6.6100e- 003	6.6100e-003	0.0000	1,409.0731	1,409.0731	0.0329	8.1600e- 003	1,412.2925
Mobile	0.9457	2.8783	11.1101	0.0248	1.6539	0.0393	1.6932	0.4429	0.0361	0.4790	0.0000	1,985.5425	1,985.5425	0.0852	0.0000	1,987.3308
Waste						0.0000	0.0000		0.0000	0.0000	30.6598	0.0000	30.6598	1.8119	0.0000	68.7105
Water						0.0000	0.0000		0.0000	0.0000	9.1578	318.8147	327.9725	0.9481	0.0238	355.2509
Total	1.7306	2.9653	11.1853	0.0253	1.6539	0.0459	1.6998	0.4429	0.0427	0.4857	39.8175	3,713.4344	3,753.2519	2.8781	0.0319	3,823.5888

#### Mitigated Operational

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category			1		tor	is/yr							MT	/yr		
Area	0.7753	2.0000e-005	2.1300e-	0.0000		1.0000e-	1.0000e-005		1.0000e-	1.0000e-005	0.0000	4.0300e-	4.0300e-003	1.0000e-	0.0000	4.2700e-003
			003			005			005			003		005		
Energy	9.5700e-003	0.0870	0.0731	5.2000e-		6.6100e-	6.6100e-003		6.6100e-	6.6100e-003	0.0000	1,409.0731	1,409.0731	0.0329	8.1600e-	1,412.2925
				004		003			003						003	

Mobile	0.9457	2.8783	11.1101	0.0248	1.6539	0.0393	1.6932	0.4429	0.0361	0.4790	0.0000	1,985.5425	1,985.5425	0.0852	0.0000	1,987.3308
			į	į	<del>،</del>	į	; 			<u>.</u>			j			ĮĮ
Waste				1	i i	0.0000	0.0000		0.0000	0.0000	30.6598	0.0000	30.6598	1.8119	0.0000	68.7105
			į		<del>،</del>	į		;	<u>.</u>	j			j	; 		Į
Water		;		1	:	0.0000	0.0000	:	0.0000	0.0000	9.1578	318.8147	327.9725	0.9480	0.0237	355.2362
			<u> </u>	<u>.                                    </u>	<u>:</u> ;	<u> </u>	<u> </u>	<u>.                                    </u>			<u> </u>	<u>i</u> '				
Total	1.7306	2.9653	11.1853	0.0253	1.6539	0.0459	1.6998	0.4429	0.0427	0.4857	39.8175	3,713.4344	3,753.2519	2.8779	0.0319	3,823.5742
1 1		, ,	1 1	1 1	1 '	1	1	1 '	1 1	i 1		1 1	1 1			1

	ROG	NOx	со	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	0.01	0.13	0.00

## 4.0 Operational Detail - Mobile

## 4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive	Exhaust	PM10 Total	Fugitive	Exhaust	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
					PM10	PM10		PM2.5	PM2.5							
Category					tor	ns/yr							MT	Г/yr		
Mitigated	0.9457	2.8783	11.1101	0.0248	1.6539	0.0393	1.6932	0.4429	0.0361	0.4790	0.0000	1,985.5425	1,985.5425	0.0852	0.0000	1,987.3308
Unmitigated	0.9457	2.8783	11.1101	0.0248	1.6539	0.0393	1.6932	0.4429	0.0361	0.4790	0.0000	1,985.5425	1,985.5425	0.0852	0.0000	1,987.3308

## 4.2 Trip Summary Information

	Ave	erage Daily Trip Ra	ate	Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	1,788.13	384.91	159.16	4,364,962	4,364,962
Total	1,788.13	384.91	159.16	4,364,962	4,364,962

4.3 Trip Type Information

		Miles			Trip %			Trip Purpos	e %
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

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.533598	0.058434	0.178244	0.125508	0.038944	0.006283	0.016425	0.031066	0.002453	0.003157	0.003691	0.000543	0.001655

## 5.0 Energy Detail

## 4.4 Fleet Mix

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					ton	s/yr							МТ	/yr		
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	1,314.3437	1,314.3437	0.0310	6.4200e- 003	1,316.9865
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	1,314.3437	1,314.3437	0.0310	6.4200e- 003	1,316.9865
NaturalGas Mitigated	9.5700e-003	0.0870	0.0731	5.2000e- 004		6.6100e- 003	6.6100e-003		6.6100e- 003	6.6100e-003	0.0000	94.7295	94.7295	1.8200e- 003	1.7400e- 003	95.3060
NaturalGas Unmitigated	9.5700e-003	0.0870	0.0731	5.2000e- 004		6.6100e- 003	6.6100e-003		6.6100e- 003	6.6100e-003	0.0000	94.7295	94.7295	1.8200e- 003	1.7400e- 003	95.3060

## 5.2 Energy by Land Use - NaturalGas

<u>Unmitigated</u>

NaturalGas	ROG	NOx	CO	SO2	Fugitive	Exhaust	PM10 Total	Fugitive	Exhaust	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Use					PM10	PM10		PM2.5	PM2.5							

Land Use	kBTU/yr					to	ns/yr						M	Г/yr		
General Office	1.77516e+0	9.5700e-003	0.0870	0.0731	5.2000e-		6.6100e-003	6.6100e-	6.6100e-	6.6100e-003	0.0000	94.7295	94.7295	1.8200e-	1.7400e-003	95.3060
Building	06				004			003	003					003		
Total		9.5700e-003	0.0870	0.0731	5.2000e-		6.6100e-003	6.6100e-	6.6100e-	6.6100e-003	0.0000	94.7295	94.7295	1.8200e-	1.7400e-003	95.3060
					004			003	003					003		

#### **Mitigated**

	NaturalGas	ROG	NOx	CO	SO2	Fugitive	Exhaust	PM10 Total	Fugitive	Exhaust	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	Use					PM10	PM10		PM2.5	PM2.5							
Land Use	kBTU/yr					to	ns/yr							M	Г/yr		
General Office	1.77516e+0	9.5700e-003	0.0870	0.0731	5.2000e-		6.6100e-003	6.6100e-		6.6100e-	6.6100e-003	0.0000	94.7295	94.7295	1.8200e-	1.7400e-003	95.3060
Building	06				004			003		003					003		
Total		9.5700e-003	0.0870	0.0731	5.2000e-		6.6100e-003	6.6100e-		6.6100e-	6.6100e-003	0.0000	94.7295	94.7295	1.8200e-	1.7400e-003	95.3060
					004			003		003					003		
					004			003		003					003		

### 5.3 Energy by Land Use - Electricity

**Unmitigated** 

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr		M	T/yr	
General Office	2.35985e+0	1,314.3437	0.0310	6.4200e-	1,316.9865
Building	06			003	
Total		1,314.3437	0.0310	6.4200e- 003	1,316.9865

### **Mitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr		M	T/yr	
General Office Building	2.35985e+0 06	1,314.3437	0.0310	6.4200e- 003	1,316.9865
Total		1,314.3437	0.0310	6.4200e- 003	1,316.9865

## 6.0 Area Detail

### 6.1 Mitigation Measures Area

	ROG	NOx	со	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr							MT	/yr		
Mitigated	0.7753	2.0000e-005	2.1300e- 003	0.0000		1.0000e- 005	1.0000e-005		1.0000e- 005	1.0000e-005	0.0000	4.0300e- 003	4.0300e-003	1.0000e- 005	0.0000	4.2700e-003
Unmitigated	0.7753	2.0000e-005	2.1300e-	0.0000	,	1.0000e-	1.0000e-005		1.0000e-	1.0000e-005	0.0000	4.0300e-	4.0300e-003	1.0000e-	0.0000	4.2700e-003

## 6.2 Area by SubCategory

**Unmitigated** 

ROG	NOx	CO	SO2	Fugitive	Exhaust	PM10 Total	Fugitive	Exhaust	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
				PM10	PM10		PM2.5	PM2.5							

SubCategory					ton	s/yr						МТ	/yr		
Architectural Coating	0.1882					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.5869					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.1000e-004	2.0000e-005	2.1300e- 003	0.0000		1.0000e- 005	1.0000e-005	1.0000e- 005	1.0000e-005	0.0000	4.0300e- 003	4.0300e-003	1.0000e- 005	0.0000	4.2700e-003
Total	0.7753	2.0000e-005	2.1300e- 003	0.0000		1.0000e- 005	1.0000e-005	1.0000e- 005	1.0000e-005	0.0000	4.0300e- 003	4.0300e-003	1.0000e- 005	0.0000	4.2700e-003

## **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	0.1882					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.5869					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.1000e-004	2.0000e-005	2.1300e- 003	0.0000		1.0000e- 005	1.0000e-005		1.0000e- 005	1.0000e-005	0.0000	4.0300e- 003	4.0300e-003	1.0000e- 005	0.0000	4.2700e-003
Total	0.7753	2.0000e-005	2.1300e- 003	0.0000		1.0000e- 005	1.0000e-005		1.0000e- 005	1.0000e-005	0.0000	4.0300e- 003	4.0300e-003	1.0000e- 005	0.0000	4.2700e-003

## 7.0 Water Detail

## 7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e		
Category	MT/yr					
Mitigated	327.9725	0.9480	0.0237	355.2362		

					1
Unmitigated	327.9725	0.9481	0.0238	355.2509	
	:				
					4

## 7.2 Water by Land Use

<u>Unmitigated</u>

	Indoor/Outd oor Use	Total CO2	CH4	N2O	CO2e	
Land Use	Mgal	MT/yr				
General Office Building	28.8657 / 17.6919	327.9725	0.9481	0.0238	355.2509	
Total		327.9725	0.9481	0.0238	355.2509	

#### **Mitigated**

	Indoor/Outd oor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	28.8657 / 17.6919	327.9725	0.9480	0.0237	355.2362
Total		327.9725	0.9480	0.0237	355.2362

## 8.0 Waste Detail

8.1 Mitigation Measures Waste
# Category/Year

	Total CO2	CH4	N2O	CO2e								
	MT/yr											
Mitigated	30.6598	1.8119	0.0000	68.7105								
Unmitigated	30.6598	1.8119	0.0000	68.7105								

# 8.2 Waste by Land Use

**Unmitigated** 

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons		M	T/yr	
General Office Building	151.04	30.6598	1.8119	0.0000	68.7105
Total		30.6598	1.8119	0.0000	68.7105

#### **Mitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons		M	Г/yr	
General Office Building	151.04	30.6598	1.8119	0.0000	68.7105

Total	30.6598	1.8119	0.0000	68.7105

# 9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
	Number	Tiours/Day	Days/Teal	TIOISE I OWEI	Load Factor	Гисттурс

# 10.0 Vegetation

# 635 Western Avenue Phase 2 Existing

Los Angeles-South Coast County, Summer

# **1.0 Project Characteristics**

## 1.1 Land Usage

La	nd Uses	Size		Metric	Lot Acreage	Floor Surface Area	Population
General	Office Building	162.41		1000sqft	0.74	162,412.00	0
1.2 Other Proj	ect Characteristics	5					
Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Day	<b>s)</b> 33		
Climate Zone	11			Operational Year	2016		
Utility Company	Los Angeles Departmo	ent of Water & Power					
CO2 Intensity (Ib/MWhr)	1227.89	CH4 Intensity (Ib/MWhr)	0.029	N2O Intensity (Ib/MWhr)	0.006		
1.3 User Enter	ed Comments & N	on-Default Data					
Project Characte	ristics -						
Land Use - Deve	loper information						
Construction Pha	ase - Developer inform	nation					
Grading - Develo	oper information						
Woodstoves - De	eveloper information						
Construction Off-	-road Equipment Mitig	ation - Assumes SCAQI	MD Rule 403 contr	ol efficiencies			
Vehicle Trips -							

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	45
tblLandUse	LandUseSquareFeet	162,410.00	162,412.00
tblLandUse	LotAcreage	3.73	0.74

tblProjectCharacteristics	OperationalYear	2014	2016
tblTripsAndVMT	HaulingTripNumber	0.00	313.00

# 2.0 Emissions Summary

# 2.2 Overall Operational

# Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e		
Category	lb/day											lb/day						
Area	4.2486	1.6000e-004	0.0170	0.0000		6.0000e- 005	6.0000e-005		6.0000e- 005	6.0000e-005		0.0355	0.0355	1.0000e- 004		0.0377		
Energy	0.0525	0.4768	0.4005	2.8600e- 003		0.0362	0.0362		0.0362	0.0362		572.1719	572.1719	0.0110	0.0105	575.6540		
Mobile	6.8753	19.4157	80.2703	0.1863	12.2292	0.2845	12.5137	3.2698	0.2615	3.5314		16,409.985 2	16,409.9852	0.6813		16,424.2914		
Total	11.1764	19.8926	80.6878	0.1891	12.2292	0.3208	12.5500	3.2698	0.2978	3.5677		16,982.192 6	16,982.1926	0.6923	0.0105	16,999.9831		

## 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/c	lay		
Area	4.2486	1.6000e-004	0.0170	0.0000		6.0000e- 005	6.0000e-005		6.0000e- 005	6.0000e-005		0.0355	0.0355	1.0000e- 004		0.0377
Energy	0.0525	0.4768	0.4005	2.8600e- 003		0.0362	0.0362		0.0362	0.0362		572.1719	572.1719	0.0110	0.0105	575.6540
Mobile	6.8753	19.4157	80.2703	0.1863	12.2292	0.2845	12.5137	3.2698	0.2615	3.5314		16,409.985 2	16,409.9852	0.6813		16,424.2914
Total	11.1764	19.8926	80.6878	0.1891	12.2292	0.3208	12.5500	3.2698	0.2978	3.5677		16,982.192 6	16,982.1926	0.6923	0.0105	16,999.9831

	ROG	NOx	со	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

# 4.0 Operational Detail - Mobile

## 4.1 Mitigation Measures Mobile

	ROG	NOx	со	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day												lb/c	lay		
Mitigated	6.8753	19.4157	80.2703	0.1863	12.2292	0.2845	12.5137	3.2698	0.2615	3.5314		16,409.985 2	16,409.9852	0.6813		16,424.2914
Unmitigated	6.8753	19.4157	80.2703	0.1863	12.2292	0.2845	12.5137	3.2698	0.2615	3.5314		16,409.985 2	16,409.9852	0.6813		16,424.2914

# 4.2 Trip Summary Information

	Ave	erage Daily Trip Ra	ate	Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	1,788.13	384.91	159.16	4,364,962	4,364,962
Total	1,788.13	384.91	159.16	4,364,962	4,364,962

# 4.3 Trip Type Information

		Miles			Trip %			Trip Purpos	e %
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

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.533598	0.058434	0.178244	0.125508	0.038944	0.006283	0.016425	0.031066	0.002453	0.003157	0.003691	0.000543	0.001655

# 5.0 Energy Detail

# 4.4 Fleet Mix

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/c	lay		
NaturalGas Mitigated	0.0525	0.4768	0.4005	2.8600e- 003		0.0362	0.0362		0.0362	0.0362		572.1719	572.1719	0.0110	0.0105	575.6540
NaturalGas Unmitigated	0.0525	0.4768	0.4005	2.8600e- 003		0.0362	0.0362		0.0362	0.0362		572.1719	572.1719	0.0110	0.0105	575.6540

## 5.2 Energy by Land Use - NaturalGas

**Unmitigated** 

	NaturalGas	ROG	NOx	CO	SO2	Fugitive	Exhaust	PM10 Total	Fugitive	Exhaust	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	Use					PM10	PM10		PM2.5	PM2.5							
Land Use	kBTU/yr					lb	/day							lb/c	lay		
General Office	4863.46	0.0525	0.4768	0.4005	2.8600e-		0.0362	0.0362		0.0362	0.0362		572.1719	572.1719	0.0110	0.0105	575.6540
Building					003												
Total		0.0525	0.4768	0.4005	2.8600e-		0.0362	0.0362		0.0362	0.0362		572.1719	572.1719	0.0110	0.0105	575.6540
					003												

#### **Mitigated**

NaturalGas	ROG	NOx	CO	SO2	Fugitive	Exhaust	PM10 Total	Fugitive	Exhaust	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Use					PM10	PM10		PM2.5	PM2.5							
kBTU/yr					lb	/day							lb/c	lay		
4.86346	0.0525	0.4768	0.4005	2.8600e-		0.0362	0.0362		0.0362	0.0362		572.1719	572.1719	0.0110	0.0105	575.6540
				003												
	0.0525	0.4768	0.4005	2.8600e-		0.0362	0.0362		0.0362	0.0362		572.1719	572.1719	0.0110	0.0105	575.6540
				003												
	Use kBTU/yr 4.86346	Initializada   ROG     Use   KBTU/yr     4.86346   0.0525     0.0525	KOG   NOX     Use   NOX     kBTU/yr	KOG   NOX   CO     Use   NOX   CO     kBTU/yr	Aldraidads   NOX   CO   SO2     Use   NOX   CO   SO2     kBTU/yr	Autralidas   ROG   NOX   CO   SO2   Puglitive PM10     kBTU/yr	ROG   NOX   CO   SO2   Puglitive PM10   EXitatist PM10     kBTU/yr   Ib/day   IIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII	Rods   Nox   CO   SO2   Puglitive PM10   Exhaust PM10   PM10     kBTU/yr   Ib/day     4.86346   0.0525   0.4768   0.4005   2.8600e- 003   0.0362   0.0362   0.0362     0.0525   0.4768   0.4005   2.8600e- 003   0.0362   0.0362	Ladialitation   NOX   CO   SO2   Puglitive PM10   PM10   PM10   PM10   PM10   PM2.5     kBTU/yr	Ladiation   NOX   NOX   CO   SO2   Puglitive PM10   Extradict PM10   PM10   PM10   PM10   PM2.5   PM2.5   PM2.5     kBTU/yr	Mode   NOX   CO   SO2   Pugilive PM10   Exhaust PM10   PM10   PM10   PM2.5   PM2.5	Ladiation   NOX   NOX   NOX   SO2   Puglitive PM10   PM10   PM10   PM10   PM2.5   <	Ladiation   NOX   CO   SO2   Puglitive PM10   PM10   PM10   PM10   PM2.5   PM2.5	Ladiation Gase NOX CO SO2 Pugitive PM10 PM10 PM10 PM10 PM2.5	Indicators NOX	NOS   NOS

# 6.0 Area Detail

# 6.1 Mitigation Measures Area

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/r	day							lb/d	lay		
Mitigated	4.2486	1.6000e-004	0.0170	0.0000		6.0000e- 005	6.0000e-005		6.0000e- 005	6.0000e-005		0.0355	0.0355	1.0000e- 004		0.0377
Unmitigated	4.2486	1.6000e-004	0.0170	0.0000		6.0000e- 005	6.0000e-005		6.0000e- 005	6.0000e-005		0.0355	0.0355	1.0000e- 004		0.0377

6.2 Area by SubCategory

<u>Unmitigated</u>

	ROG	NOx	CO	SO2	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/c	lay		

Architectural Coating	1.0312				0.0000	0.0000	0.0000	0.0000		0.0000		0.0000
Consumer Products	3.2158				0.0000	0.0000	0.0000	0.0000		0.0000		0.0000
Landscaping	1.6600e-003	1.6000e-004	0.0170	0.0000	6.0000e- 005	6.0000e-005	6.0000e- 005	6.0000e-005	0.0355	0.0355	1.0000e- 004	0.0377
Total	4.2486	1.6000e-004	0.0170	0.0000	6.0000e- 005	6.0000e-005	6.0000e- 005	6.0000e-005	0.0355	0.0355	1.0000e- 004	0.0377

#### **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/c	lay		
Architectural Coating	1.0312					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.2158					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.6600e-003	1.6000e-004	0.0170	0.0000		6.0000e- 005	6.0000e-005		6.0000e- 005	6.0000e-005		0.0355	0.0355	1.0000e- 004		0.0377
Total	4.2486	1.6000e-004	0.0170	0.0000		6.0000e- 005	6.0000e-005		6.0000e- 005	6.0000e-005		0.0355	0.0355	1.0000e- 004		0.0377

# 7.0 Water Detail

7.1 Mitigation Measures Water

# 8.0 Waste Detail

# 8.1 Mitigation Measures Waste

# 9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

# 635 Western Avenue Future

#### Los Angeles-South Coast County, Annual

#### **1.0 Project Characteristics**

#### 1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Strip Mall	0.90	1000sqft	0.01	900.00	0
Apartments Mid Rise	132.00	Dwelling Unit	0.73	99,976.00	378

#### **1.2 Other Project Characteristics**

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	11			Operational Year	2019
Utility Company	Los Angeles Department of	Water & Power			
CO2 Intensity (Ib/MWhr)	1227.89	CH4 Intensity (Ib/MWhr)	0.029	N2O Intensity 0 (Ib/MWhr)	.006

# 1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Developer information

Construction Phase - Developer information

Grading - Developer information

Woodstoves - Developer information

Construction Off-road Equipment Mitigation - Assumes SCAQMD Rule 403 control efficiencies

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	45
tblConstructionPhase	NumDays	5.00	43.00
tblConstructionPhase	NumDays	100.00	304.00

tblConstructionPhase	NumDays	2.00	20.00
tblConstructionPhase	NumDays	1.00	23.00
tblConstructionPhase	PhaseEndDate	6/28/2019	6/30/2019
tblFireplaces	NumberGas	112.20	0.00
tblFireplaces	NumberNoFireplace	13.20	132.00
tblFireplaces	NumberWood	6.60	0.00
tblGrading	AcresOfGrading	0.00	0.74
tblGrading	AcresOfGrading	11.50	0.50
tblGrading	MaterialExported	0.00	2,500.00
tblLandUse	LandUseSquareFeet	132,000.00	99,976.00
tblLandUse	LotAcreage	0.02	0.01
tblLandUse	LotAcreage	3.47	0.73
tblProjectCharacteristics	OperationalYear	2014	2019
tblWoodstoves	NumberCatalytic	6.60	0.00
tblWoodstoves	NumberNoncatalytic	6.60	0.00

# 2.0 Emissions Summary

# 2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year					tor	is/yr							МТ	/yr		
2018	0.1920	1.6248	1.7758	3.3800e- 003	0.1356	0.0939	0.2295	0.0382	0.0866	0.1249	0.0000	277.1533	277.1533	0.0460	0.0000	278.1189
2019	0.4669	0.5231	0.6497	1.3100e- 003	0.0529	0.0298	0.0827	0.0141	0.0276	0.0418	0.0000	103.4029	103.4029	0.0166	0.0000	103.7510
Total	0.6590	2.1479	2.4255	4.6900e- 003	0.1885	0.1237	0.3122	0.0524	0.1143	0.1666	0.0000	380.5562	380.5562	0.0626	0.0000	381.8699

	ROG	NOx	CO	SO2	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					to	ns/yr					MT/yr						
2018	0.1920	1.6248	1.7758	3.3800e- 003	0.0814	0.0939	0.1754	0.0236	0.0866	0.1102	0.0000	277.1531	277.1531	0.0460	0.0000	278.1188	
2019	0.4669	0.5231	0.6497	1.3100e- 003	0.0325	0.0298	0.0623	9.1200e- 003	0.0276	0.0367	0.0000	103.4028	103.4028	0.0166	0.0000	103.7509	
Total	0.6590	2.1479	2.4255	4.6900e- 003	0.1139	0.1237	0.2377	0.0327	0.1143	0.1469	0.0000	380.5559	380.5559	0.0626	0.0000	381.8697	
	ROG	NOx	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	39.55	0.00	23.88	37.57	0.00	11.81	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		tons/yr											МТ	/yr		
Area	0.4465	0.0159	1.3680	7.0000e- 005		7.5000e- 003	7.5000e-003		7.5000e- 003	7.5000e-003	0.0000	2.2236	2.2236	2.1800e- 003	0.0000	2.2695
Energy	4.8600e-003	0.0416	0.0177	2.7000e- 004		3.3600e- 003	3.3600e-003		3.3600e- 003	3.3600e-003	0.0000	311.6639	311.6639	7.1500e- 003	2.1700e- 003	312.4867
Mobile	0.5123	1.6319	6.0773	0.0173	1.1545	0.0247	1.1793	0.3092	0.0228	0.3321	0.0000	1,266.0203	1,266.0203	0.0479	0.0000	1,267.0267
Waste						0.0000	0.0000		0.0000	0.0000	12.5185	0.0000	12.5185	0.7398	0.0000	28.0547
Water						0.0000	0.0000		0.0000	0.0000	2.7496	96.6578	99.4074	0.2847	7.1400e- 003	107.5997
Total	0.9637	1.6893	7.4630	0.0177	1.1545	0.0356	1.1901	0.3092	0.0337	0.3429	15.2681	1,676.5655	1,691.8336	1.0818	9.3100e- 003	1,717.4372

## 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					tor	ns/yr							MT	∏/yr		
Area	0.4465	0.0159	1.3680	7.0000e- 005		7.5000e- 003	7.5000e-003		7.5000e- 003	7.5000e-003	0.0000	2.2236	2.2236	2.1800e- 003	0.0000	2.2695
Energy	4.8600e-003	0.0416	0.0177	2.7000e- 004		3.3600e- 003	3.3600e-003		3.3600e- 003	3.3600e-003	0.0000	311.6639	311.6639	7.1500e- 003	2.1700e- 003	312.4867
Mobile	0.5123	1.6319	6.0773	0.0173	1.1545	0.0247	1.1793	0.3092	0.0228	0.3321	0.0000	1,266.0203	1,266.0203	0.0479	0.0000	1,267.0267
Waste						0.0000	0.0000		0.0000	0.0000	12.5185	0.0000	12.5185	0.7398	0.0000	28.0547
Water						0.0000	0.0000		0.0000	0.0000	2.7496	96.6578	99.4074	0.2847	7.1300e- 003	107.5953
Total	0.9637	1.6893	7.4630	0.0177	1.1545	0.0356	1.1901	0.3092	0.0337	0.3429	15.2681	1,676.5655	1,691.8336	1.0817	9.3000e- 003	1,717.4328

	ROG	NOx	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	0.11	0.00

# 3.0 Construction Detail

#### **Construction Phase**

Phase	Phase Name	Phase Type	Start Date	End Date	Num Days	Num Days	Phase Description
Number					Week		
1	Site Preparation	Site Preparation	1/1/2018	1/31/2018	5	23	
2	Grading	Grading	2/1/2018	2/28/2018	5	20	
3	Building Construction	Building Construction	3/1/2018	4/30/2019	5	304	
4	Architectural Coating	Architectural Coating	5/1/2019	6/30/2019	5	43	

Acres of Grading (Site Preparation Phase): 0.5

#### Acres of Grading (Grading Phase): 0.737

#### Acres of Paving: 0

Residential Indoor: 202,451; Residential Outdoor: 67,484; Non-Residential Indoor: 1,350; Non-Residential Outdoor: 450 (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
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	226	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Site Preparation	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	1.00	255	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

#### 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
Site Preparation	2	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	313.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	95.00	14.00	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**

Replace Ground Cover

Water Exposed Area

**Clean Paved Roads** 

3.2 Site Preparation - 2018

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					tor	ns/yr							MT	ſ/yr		
Fugitive Dust					2.7000e- 004	0.0000	2.7000e-004	3.0000e- 005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0126	0.1258	0.0806	1.1000e- 004		7.5100e- 003	7.5100e-003		6.9100e- 003	6.9100e-003	0.0000	9.7919	9.7919	3.0500e- 003	0.0000	9.8559
Total	0.0126	0.1258	0.0806	1.1000e- 004	2.7000e- 004	7.5100e- 003	7.7800e-003	3.0000e- 005	6.9100e- 003	6.9400e-003	0.0000	9.7919	9.7919	3.0500e- 003	0.0000	9.8559

## Unmitigated Construction Off-Site

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					tor	ns/yr							MT	ī/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	2.0000e-004	3.0000e-004	3.1300e- 003	1.0000e- 005	6.3000e- 004	1.0000e- 005	6.4000e-004	1.7000e- 004	1.0000e- 005	1.7000e-004	0.0000	0.5701	0.5701	3.0000e- 005	0.0000	0.5707
Total	2.0000e-004	3.0000e-004	3.1300e- 003	1.0000e- 005	6.3000e- 004	1.0000e- 005	6.4000e-004	1.7000e- 004	1.0000e- 005	1.7000e-004	0.0000	0.5701	0.5701	3.0000e- 005	0.0000	0.5707

# Mitigated Construction On-Site

ROG	NOx	CO	SO2	Fugitive	Exhaust	PM10 Total	Fugitive	Exhaust	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
				PM10	PM10		PM2.5	PM2.5							

Category					ton	is/yr							M	T/yr		
Fugitive Dust					1.0000e- 004	0.0000	1.0000e-004	1.0000e- 005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0126	0.1258	0.0806	1.1000e- 004		7.5100e- 003	7.5100e-003		6.9100e- 003	6.9100e-003	0.0000	9.7919	9.7919	3.0500e- 003	0.0000	9.8559
Total	0.0126	0.1258	0.0806	1.1000e- 004	1.0000e- 004	7.5100e- 003	7.6100e-003	1.0000e- 005	6.9100e- 003	6.9200e-003	0.0000	9.7919	9.7919	3.0500e- 003	0.0000	9.8559

### 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					tor	ns/yr							MT	ī/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	2.0000e-004	3.0000e-004	3.1300e- 003	1.0000e- 005	3.8000e- 004	1.0000e- 005	3.9000e-004	1.1000e- 004	1.0000e- 005	1.1000e-004	0.0000	0.5701	0.5701	3.0000e- 005	0.0000	0.5707
Total	2.0000e-004	3.0000e-004	3.1300e- 003	1.0000e- 005	3.8000e- 004	1.0000e- 005	3.9000e-004	1.1000e- 004	1.0000e- 005	1.1000e-004	0.0000	0.5701	0.5701	3.0000e- 005	0.0000	0.5707

# 3.3 Grading - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive	Exhaust	PM10 Total	Fugitive	Exhaust	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
					PM10	PM10		PM2.5	PM2.5							
Category					tor	ns/yr							M	Г/yr		
Fugitive Dust					8.0600e-	0.0000	8.0600e-003	4.2000e-	0.0000	4.2000e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
					003			003								
Off-Road	0.0105	0.0932	0.0835	1.2000e-		6.1400e-	6.1400e-003		5.8600e-	5.8600e-003	0.0000	10.6491	10.6491	2.0600e-	0.0000	10.6923
				004		003			003					003		
Total	0.0105	0.0932	0.0835	1.2000e-	8.0600e-	6.1400e-	0.0142	4.2000e-	5.8600e-	0.0101	0.0000	10.6491	10.6491	2.0600e-	0.0000	10.6923
				004	003	003		003	003					003		

### Unmitigated Construction Off-Site

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					tor	ns/yr							MT	Г/yr		
Hauling	2.6500e-003	0.0394	0.0331	1.2000e- 004	2.6800e- 003	5.9000e- 004	3.2700e-003	7.4000e- 004	5.5000e- 004	1.2800e-003	0.0000	10.3298	10.3298	8.0000e- 005	0.0000	10.3315
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.5000e-004	5.2000e-004	5.4400e- 003	1.0000e- 005	1.1000e- 003	1.0000e- 005	1.1100e-003	2.9000e- 004	1.0000e- 005	3.0000e-004	0.0000	0.9915	0.9915	5.0000e- 005	0.0000	0.9926
Total	3.0000e-003	0.0400	0.0386	1.3000e- 004	3.7800e- 003	6.0000e- 004	4.3800e-003	1.0300e- 003	5.6000e- 004	1.5800e-003	0.0000	11.3213	11.3213	1.3000e- 004	0.0000	11.3240

## 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					tor	ns/yr							MT	ī/yr		
Fugitive Dust					2.9900e- 003	0.0000	2.9900e-003	1.5600e- 003	0.0000	1.5600e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0105	0.0932	0.0835	1.2000e- 004		6.1400e- 003	6.1400e-003		5.8600e- 003	5.8600e-003	0.0000	10.6490	10.6490	2.0600e- 003	0.0000	10.6923
Total	0.0105	0.0932	0.0835	1.2000e- 004	2.9900e- 003	6.1400e- 003	9.1300e-003	1.5600e- 003	5.8600e- 003	7.4200e-003	0.0000	10.6490	10.6490	2.0600e- 003	0.0000	10.6923

## Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive	Exhaust	PM10 Total	Fugitive	Exhaust	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
					PM10	PM10		PM2.5	PM2.5							
Category					tor	ns/yr							M	Г/yr		
Hauling	2.6500e-003	0.0394	0.0331	1.2000e-	1.7700e-	5.9000e-	2.3600e-003	5.1000e-	5.5000e-	1.0600e-003	0.0000	10.3298	10.3298	8.0000e-	0.0000	10.3315
				004	003	004		004	004					005		
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.5000e-004	5.2000e-004	5.4400e-	1.0000e-	6.7000e-	1.0000e-	6.8000e-004	1.9000e-	1.0000e-	2.0000e-004	0.0000	0.9915	0.9915	5.0000e-	0.0000	0.9926
			003	005	004	005		004	005					005		
Total	3.0000e-003	0.0400	0.0386	1.3000e-	2.4400e-	6.0000e-	3.0400e-003	7.0000e-	5.6000e-	1.2600e-003	0.0000	11.3213	11.3213	1.3000e-	0.0000	11.3240
				004	003	004		004	004					004		

# 3.4 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					tor	is/yr							MT	Г/yr		
Off-Road	0.1176	1.1944	0.8419	1.2300e- 003		0.0769	0.0769		0.0708	0.0708	0.0000	112.7514	112.7514	0.0351	0.0000	113.4885
Total	0.1176	1.1944	0.8419	1.2300e- 003		0.0769	0.0769		0.0708	0.0708	0.0000	112.7514	112.7514	0.0351	0.0000	113.4885

#### 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					tor	ns/yr							MT	ſ/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	0.0118	0.1169	0.1647	3.3000e- 004	9.3600e- 003	1.7600e- 003	0.0111	2.6700e- 003	1.6200e- 003	4.2900e-003	0.0000	29.4009	29.4009	2.2000e- 004	0.0000	29.4055

Worker	0.0363	0.0543	0.5634	1.4400e-	0.1135	1.0200e-	0.1145	0.0301	9.4000e-	0.0311	0.0000	102.6687	102.6687	5.4000e-	0.0000	102.7820
				003		003			004					003		
Total	0.0481	0.1712	0.7281	1.7700e-	0.1228	2.7800e-	0.1256	0.0328	2.5600e-	0.0354	0.0000	132.0696	132.0696	5.6200e-	0.0000	132.1875
				003		003			003					003		

## 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					tor	ns/yr							MT	/yr		
Off-Road	0.1176	1.1944	0.8419	1.2300e- 003		0.0769	0.0769		0.0708	0.0708	0.0000	112.7512	112.7512	0.0351	0.0000	113.4884
Total	0.1176	1.1944	0.8419	1.2300e- 003		0.0769	0.0769		0.0708	0.0708	0.0000	112.7512	112.7512	0.0351	0.0000	113.4884

## Mitigated Construction Off-Site

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	is/yr							МТ	/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	0.0118	0.1169	0.1647	3.3000e- 004	6.3000e- 003	1.7600e- 003	8.0600e-003	1.9200e- 003	1.6200e- 003	3.5400e-003	0.0000	29.4009	29.4009	2.2000e- 004	0.0000	29.4055
Worker	0.0363	0.0543	0.5634	1.4400e- 003	0.0692	1.0200e- 003	0.0702	0.0193	9.4000e- 004	0.0202	0.0000	102.6687	102.6687	5.4000e- 003	0.0000	102.7820
Total	0.0481	0.1712	0.7281	1.7700e- 003	0.0755	2.7800e- 003	0.0783	0.0212	2.5600e- 003	0.0238	0.0000	132.0696	132.0696	5.6200e- 003	0.0000	132.1875

3.4 Building Construction - 2019

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					tor	ns/yr							MT	ī/yr		
Off-Road	0.0409	0.4195	0.3233	4.9000e- 004		0.0259	0.0259		0.0238	0.0238	0.0000	43.7481	43.7481	0.0138	0.0000	44.0387
Total	0.0409	0.4195	0.3233	4.9000e- 004		0.0259	0.0259		0.0238	0.0238	0.0000	43.7481	43.7481	0.0138	0.0000	44.0387

## Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive	Exhaust	PM10 Total	Fugitive	Exhaust	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
					PM10	PM10		PM2.5	PM2.5							
Category					ton	ıs/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	4.3900e-003	0.0425	0.0628	1.3000e-	3.6900e-	6.6000e-	4.3500e-003	1.0500e-	6.1000e-	1.6600e-003	0.0000	11.3604	11.3604	8.0000e-	0.0000	11.3622
				004	003	004		003	004					005		
Worker	0.0131	0.0196	0.2036	5.7000e-	0.0448	3.9000e-	0.0452	0.0119	3.6000e-	0.0123	0.0000	38.9135	38.9135	1.9900e-	0.0000	38.9553
				004		004			004					003		
Total	0.0175	0.0621	0.2665	7.0000e-	0.0485	1.0500e-	0.0495	0.0129	9.7000e-	0.0139	0.0000	50.2740	50.2740	2.0700e-	0.0000	50.3175
				004		003			004					003		

## 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					tor	ıs/yr							МТ	/yr		

Off-Road	0.0409	0.4195	0.3233	4.9000e-	0.0259	0.0259	0.0238	0.0238	0.0000	43.7480	43.7480	0.0138	0.0000	44.0387
				004										
Total	0.0409	0.4195	0.3233	4.9000e-	0.0259	0.0259	0.0238	0.0238	0.0000	43.7480	43.7480	0.0138	0.0000	44.0387
				004										

#### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive	Exhaust	PM10 Total	Fugitive	Exhaust	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
					PM10	PM10		PM2.5	PM2.5							
Category					tor	is/yr							MT	í/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
	<i>.</i>	; 	;	;	;			; 		;	:	;	;		;	<u> </u>
Vendor	4.3900e-003	0.0425	0.0628	1.3000e-	2.4900e-	6.6000e-	3.1500e-003	7.6000e-	6.1000e-	1.3600e-003	0.0000	11.3604	11.3604	8.0000e-	0.0000	11.3622
	<u>.</u>	<u>.</u>	<u>.</u>	004	003	004	<u> </u>	004	004	;		<u>.</u>	<u>.</u>	005	1	<u>i</u>
Worker	0.0131	0.0196	0.2036	5.7000e-	0.0273	3.9000e-	0.0277	7.6000e-	3.6000e-	7.9700e-003	0.0000	38.9135	38.9135	1.9900e-	0.0000	38.9553
	<u> </u>	<u> </u>		004		004		003	004		<u> </u>			003	<u> </u>	
Total	0.0175	0.0621	0.2665	7.0000e-	0.0298	1.0500e-	0.0308	8.3600e-	9.7000e-	9.3300e-003	0.0000	50.2740	50.2740	2.0700e-	0.0000	50.3175
	/	1 '	1 '	004	1	003	1	003	004	1 /	/	1 '	1	003	1 '	1

3.5 Architectural Coating - 2019

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					tor	ns/yr							МТ	7/yr		
Archit. Coating	0.4014					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.7300e-003	0.0395	0.0396	6.0000e- 005		2.7700e- 003	2.7700e-003		2.7700e- 003	2.7700e-003	0.0000	5.4895	5.4895	4.6000e- 004	0.0000	5.4992
Total	0.4071	0.0395	0.0396	6.0000e- 005		2.7700e- 003	2.7700e-003		2.7700e- 003	2.7700e-003	0.0000	5.4895	5.4895	4.6000e- 004	0.0000	5.4992

### 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					tor	ns/yr							MT	ī/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	1.3100e-003	1.9600e-003	0.0204	6.0000e- 005	4.4800e- 003	4.0000e- 005	4.5200e-003	1.1900e- 003	4.0000e- 005	1.2300e-003	0.0000	3.8914	3.8914	2.0000e- 004	0.0000	3.8955
Total	1.3100e-003	1.9600e-003	0.0204	6.0000e- 005	4.4800e- 003	4.0000e- 005	4.5200e-003	1.1900e- 003	4.0000e- 005	1.2300e-003	0.0000	3.8914	3.8914	2.0000e- 004	0.0000	3.8955

#### **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					tor	ns/yr							MI	ſ/yr		
Archit. Coating	0.4014					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.7300e-003	0.0395	0.0396	6.0000e- 005		2.7700e- 003	2.7700e-003		2.7700e- 003	2.7700e-003	0.0000	5.4895	5.4895	4.6000e- 004	0.0000	5.4992
Total	0.4071	0.0395	0.0396	6.0000e- 005		2.7700e- 003	2.7700e-003		2.7700e- 003	2.7700e-003	0.0000	5.4895	5.4895	4.6000e- 004	0.0000	5.4992

## Mitigated Construction Off-Site

ROG	NOx	CO	SO2	Fugitive	Exhaust	PM10 Total	Fugitive	Exhaust	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
				PM10	PM10		PM2.5	PM2.5							

Category					tor	ns/yr							МТ	ī/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	1.3100e-003	1.9600e-003	0.0204	6.0000e- 005	2.7300e- 003	4.0000e- 005	2.7700e-003	7.6000e- 004	4.0000e- 005	8.0000e-004	0.0000	3.8914	3.8914	2.0000e- 004	0.0000	3.8955
Total	1.3100e-003	1.9600e-003	0.0204	6.0000e- 005	2.7300e- 003	4.0000e- 005	2.7700e-003	7.6000e- 004	4.0000e- 005	8.0000e-004	0.0000	3.8914	3.8914	2.0000e- 004	0.0000	3.8955

# 4.0 Operational Detail - Mobile

# 4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	s/yr							МТ	/yr		
Mitigated	0.5123	1.6319	6.0773	0.0173	1.1545	0.0247	1.1793	0.3092	0.0228	0.3321	0.0000	1,266.0203	1,266.0203	0.0479	0.0000	1,267.0267
Unmitigated	0.5123	1.6319	6.0773	0.0173	1.1545	0.0247	1.1793	0.3092	0.0228	0.3321	0.0000	1,266.0203	1,266.0203	0.0479	0.0000	1,267.0267

# 4.2 Trip Summary Information

	Ave	erage Daily Trip Ra	ate	Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	869.88	945.12	801.24	2,975,734	2,975,734
Strip Mall	39.89	37.84	18.39	69,489	69,489
Total	909.77	982.96	819.63	3,045,223	3,045,223

# 4.3 Trip Type Information

		Miles			Trip %			Trip Purpos	e %
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
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.530902	0.057841	0.178699	0.124790	0.039063	0.006298	0.016951	0.033908	0.002496	0.003149	0.003689	0.000536	0.001678

# 5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

# 5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive	Exhaust	PM10 Total	Fugitive	Exhaust	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
					PM10	PM10		PM2.5	PM2.5							
Category					ton	s/yr							MT	ī/yr		
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	263.5434	263.5434	6.2200e-	1.2900e-	264.0733
														003	003	
Electricity						0.0000	0.0000		0.0000	0.0000	0.0000	263.5434	263.5434	6.2200e-	1.2900e-	264.0733
Unmitigated														003	003	
NaturalGas Mitigated	4.8600e-003	0.0416	0.0177	2.7000e-		3.3600e-	3.3600e-003		3.3600e-	3.3600e-003	0.0000	48.1205	48.1205	9.2000e-	8.8000e-	48.4133
				004		003			003					004	004	
NaturalGas	4.8600e-003	0.0416	0.0177	2.7000e-		3.3600e-	3.3600e-003		3.3600e-	3.3600e-003	0.0000	48.1205	48.1205	9.2000e-	8.8000e-	48.4133
Unmitigated				004		003			003					004	004	

# 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					to	ns/yr							МТ	/yr		

Apartments Mid Rise	900214	4.8500e-003	0.0415	0.0177	2.6000e- 004		3.3500e-003	3.3500e- 003	3.3500e- 003	3.3500e-003	0.0000	48.0388	48.0388	9.2000e- 004	8.8000e-004	48.3312
Strip Mall	1530	1.0000e-005	7.0000e- 005	6.0000e- 005	0.0000	3	1.0000e-005	1.0000e- 005	1.0000e- 005	1.0000e-005	0.0000	0.0817	0.0817	0.0000	0.0000	0.0821
Total		4.8600e-003	0.0416	0.0177	2.6000e- 004		3.3600e-003	3.3600e- 003	3.3600e- 003	3.3600e-003	0.0000	48.1205	48.1205	9.2000e- 004	8.8000e-004	48.4133

## **Mitigated**

	NaturalGas	ROG	NOx	CO	SO2	Fugitive	Exhaust	PM10 Total	Fugitive	Exhaust	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	Use					PM10	PM10		PM2.5	PM2.5							
Land Use	kBTU/yr					to	ns/yr							M	ſ/yr		
Apartments Mid Rise	900214	4.8500e-003	0.0415	0.0177	2.6000e- 004		3.3500e-003	3.3500e- 003		3.3500e- 003	3.3500e-003	0.0000	48.0388	48.0388	9.2000e- 004	8.8000e-004	48.3312
Strip Mall	1530	1.0000e-005	7.0000e- 005	6.0000e- 005	0.0000		1.0000e-005	1.0000e- 005		1.0000e- 005	1.0000e-005	0.0000	0.0817	0.0817	0.0000	0.0000	0.0821
Total		4.8600e-003	0.0416	0.0177	2.6000e- 004		3.3600e-003	3.3600e- 003		3.3600e- 003	3.3600e-003	0.0000	48.1205	48.1205	9.2000e- 004	8.8000e-004	48.4133

# 5.3 Energy by Land Use - Electricity

## <u>Unmitigated</u>

	Electricity	Total CO2	CH4	N2O	CO2e
	Use				
Land Use	kWh/yr		M	T/yr	
Apartments Mid Rise	459528	255.9392	6.0400e- 003	1.2500e- 003	256.4539
Strip Mall	13653	7.6042	1.8000e- 004	4.0000e- 005	7.6195
Total		263.5434	6.2200e-	1.2900e-	264.0733
			003	003	

## **Mitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr		M	Г/yr	
Apartments Mid Rise	459528	255.9392	6.0400e- 003	1.2500e- 003	256.4539
Strip Mall	13653	7.6042	1.8000e- 004	4.0000e- 005	7.6195
Total		263.5434	6.2200e- 003	1.2900e- 003	264.0733

# 6.0 Area Detail

# 6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category		tons/yr											МТ	/yr		
Mitigated	0.4465	0.0159	1.3680	7.0000e- 005		7.5000e- 003	7.5000e-003		7.5000e- 003	7.5000e-003	0.0000	2.2236	2.2236	2.1800e- 003	0.0000	2.2695
Unmitigated	0.4465	0.0159	1.3680	7.0000e- 005		7.5000e- 003	7.5000e-003		7.5000e- 003	7.5000e-003	0.0000	2.2236	2.2236	2.1800e- 003	0.0000	2.2695

# 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					ton	ıs/yr							МТ	/yr		

Architectural Coating	0.0401				0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.3645				0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0419	0.0159	1.3680	7.0000e- 005	7.5000e- 003	7.5000e-003	7.5000e- 003	7.5000e-003	0.0000	2.2236	2.2236	2.1800e- 003	0.0000	2.2695
Total	0.4465	0.0159	1.3680	7.0000e- 005	7.5000e- 003	7.5000e-003	7.5000e- 003	7.5000e-003	0.0000	2.2236	2.2236	2.1800e- 003	0.0000	2.2695

## **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							МТ	/yr							
Architectural Coating	0.0401					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.3645					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0419	0.0159	1.3680	7.0000e- 005		7.5000e- 003	7.5000e-003		7.5000e- 003	7.5000e-003	0.0000	2.2236	2.2236	2.1800e- 003	0.0000	2.2695
Total	0.4465	0.0159	1.3680	7.0000e- 005		7.5000e- 003	7.5000e-003		7.5000e- 003	7.5000e-003	0.0000	2.2236	2.2236	2.1800e- 003	0.0000	2.2695

# 7.0 Water Detail

# 7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e		
Category	MT/yr					

Mitigated	99.4074	0.2847	7.1300e- 003	107.5953
Unmitigated	99.4074	0.2847	7.1400e- 003	107.5997

# 7.2 Water by Land Use

**Unmitigated** 

	Indoor/Outd	Total CO2	CH4	N2O	CO2e
	oor Use				
Land Use	Mgal		M	T/yr	
Apartments Mid Rise	8.60033 / 5.42195	98.6499	0.2825	7.0900e- 003	106.7792
Strip Mall	0.0666653 / 0.0408594	0.7575	2.1900e- 003	5.0000e- 005	0.8205
Total		99.4074	0.2847	7.1400e- 003	107.5997

### **Mitigated**

	Indoor/Outd	Total CO2	CH4	N2O	CO2e
	oor Use				
Land Use	Mgal		M	T/yr	
Apartments Mid Rise	8.60033 /	98.6499	0.2825	7.0800e-	106.7749
	5.42195			003	
Strip Mall	0.0666653 /	0.7575	2.1900e-	5.0000e-	0.8204
	0.0408594		003	005	
Total		99.4074	0.2847	7.1300e-	107.5953
				003	

# 8.0 Waste Detail

# 8.1 Mitigation Measures Waste

## Category/Year

	Total CO2	CH4	N2O	CO2e					
	MT/yr								
Mitigated	12.5185	0.7398	0.0000	28.0547					
Unmitigated	12.5185	0.7398	0.0000	28.0547					

# 8.2 Waste by Land Use

# **Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons		M	Г/yr	
Apartments Mid Rise	60.72	12.3256	0.7284	0.0000	27.6225
Strip Mall	0.95	0.1928	0.0114	0.0000	0.4322
Total		12.5185	0.7398	0.0000	28.0547

## **Mitigated**

Waste	Total CO2	CH4	N2O	CO2e
Disposed				

Land Use	tons	MT/yr						
Apartments Mid Rise	60.72	12.3256	0.7284	0.0000	27.6225			
Strip Mall	0.95	0.1928	0.0114	0.0000	0.4322			
Total		12.5185	0.7398	0.0000	28.0547			

# 9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

# 10.0 Vegetation

# 635 Western Avenue Future

#### Los Angeles-South Coast County, Summer

## **1.0 Project Characteristics**

#### 1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Strip Mall	0.90	1000sqft	0.01	900.00	0
Apartments Mid Rise	132.00	Dwelling Unit	0.73	99,976.00	378

#### **1.2 Other Project Characteristics**

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	11			Operational Year	2019
Utility Company	Los Angeles Department of	Water & Power			
CO2 Intensity (Ib/MWhr)	1227.89	CH4 Intensity (Ib/MWhr)	0.029	N2O Intensity C (Ib/MWhr)	).006

### 1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Developer information

Construction Phase - Developer information

Grading - Developer information

Woodstoves - Developer information

Construction Off-road Equipment Mitigation - Assumes SCAQMD Rule 403 control efficiencies

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	45
tblConstructionPhase	NumDays	5.00	43.00
tblConstructionPhase	NumDays	100.00	304.00

tblConstructionPhase	NumDays	2.00	20.00
tblConstructionPhase	NumDays	1.00	23.00
tblConstructionPhase	PhaseEndDate	6/28/2019	6/30/2019
tblFireplaces	NumberGas	112.20	0.00
tblFireplaces	NumberNoFireplace	13.20	132.00
tblFireplaces	NumberWood	6.60	0.00
tblGrading	AcresOfGrading	0.00	0.74
tblGrading	AcresOfGrading	11.50	0.50
tblGrading	MaterialExported	0.00	2,500.00
tblLandUse	LandUseSquareFeet	132,000.00	99,976.00
tblLandUse	LotAcreage	0.02	0.01
tblLandUse	LotAcreage	3.47	0.73
tblProjectCharacteristics	OperationalYear	2014	2019
tblWoodstoves	NumberCatalytic	6.60	0.00
tblWoodstoves	NumberNoncatalytic	6.60	0.00

# 2.0 Emissions Summary

# 2.1 Overall Construction (Maximum Daily Emission)

**Unmitigated Construction** 

	ROG	NOx	CO	SO2	Fugitive	Exhaust	PM10 Total	Fugitive	Exhaust	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
					PM10	PM10		PM2.5	PM2.5							
Year					lb/	day							lb/o	lay		
2018	1.5225	13.1117	14.4259	0.0282	1.1904	0.7309	1.8801	0.5244	0.6725	1.1661	0.0000	2,521.3723	2,521.3723	0.4117	0.0000	2,530.0183
2019	18.9997	11.1039	13.7308	0.0281	1.1493	0.6270	1.7762	0.3065	0.5769	0.8834	0.0000	2,454.0695	2,454.0695	0.4080	0.0000	2,462.6365
Total	20.5223	24.2156	28.1567	0.0563	2.3396	1.3579	3.6564	0.8309	1.2493	2.0494	0.0000	4,975.4418	4,975.4418	0.8197	0.0000	4,992.6548

	ROG	NOx	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
Year					lb	/day					lb/day					
2018	1.5225	13.1117	14.4259	0.0282	0.7051	0.7309	1.4360	0.2264	0.6725	0.8699	0.0000	2,521.3723	2,521.3723	0.4117	0.0000	2,530.0183
2019	18.9997	11.1039	13.7308	0.0281	0.7051	0.6270	1.3321	0.1975	0.5769	0.7743	0.0000	2,454.0695	2,454.0695	0.4080	0.0000	2,462.6365
Total	20.5223	24.2156	28.1567	0.0563	1.4102	1.3579	2.7680	0.4238	1.2493	1.6443	0.0000	4,975.4418	4,975.4418	0.8197	0.0000	4,992.6548
	ROG	NOx	со	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	39.73	0.00	24.30	48.99	0.00	19.77	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/c	lay		
Area	2.5523	0.1268	10.9442	5.8000e- 004		0.0600	0.0600		0.0600	0.0600	0.0000	19.6091	19.6091	0.0193	0.0000	20.0133
Energy	0.0266	0.2277	0.0971	1.4500e- 003		0.0184	0.0184		0.0184	0.0184		290.6506	290.6506	5.5700e- 003	5.3300e- 003	292.4195
Mobile	3.0766	9.0712	36.0889	0.1071	7.0214	0.1475	7.1689	1.8777	0.1360	2.0137		8,600.0624	8,600.0624	0.3153		8,606.6845
Total	5.6556	9.4257	47.1301	0.1091	7.0214	0.2259	7.2473	1.8777	0.2144	2.0921	0.0000	8,910.3222	8,910.3222	0.3402	5.3300e- 003	8,919.1173

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/d	Jay		
Area	2.5523	0.1268	10.9442	5.8000e- 004		0.0600	0.0600		0.0600	0.0600	0.0000	19.6091	19.6091	0.0193	0.0000	20.0133
Energy	0.0266	0.2277	0.0971	1.4500e- 003		0.0184	0.0184		0.0184	0.0184		290.6506	290.6506	5.5700e- 003	5.3300e- 003	292.4195
Mobile	3.0766	9.0712	36.0889	0.1071	7.0214	0.1475	7.1689	1.8777	0.1360	2.0137		8,600.0624	8,600.0624	0.3153		8,606.6845
Total	5.6556	9.4257	47.1301	0.1091	7.0214	0.2259	7.2473	1.8777	0.2144	2.0921	0.0000	8,910.3222	8,910.3222	0.3402	5.3300e- 003	8,919.1173

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

## 3.0 Construction Detail

## **Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/1/2018	1/31/2018	5	23	
2	Grading	Grading	2/1/2018	2/28/2018	5	20	
3	Building Construction	Building Construction	3/1/2018	4/30/2019	5	304	
4	Architectural Coating	Architectural Coating	5/1/2019	6/30/2019	5	43	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0.737

Acres of Paving: 0

Residential Indoor: 202,451; Residential Outdoor: 67,484; Non-Residential Indoor: 1,350; Non-Residential Outdoor: 450 (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
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	226	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Site Preparation	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	1.00	255	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

# Trips and VMT

Phase Name	Offroad Equipment	Worker Trip	Vendor Trip	Hauling Trip	Worker Trip	Vendor Trip	Hauling Trip	Worker Vehicle	Vendor Vehicle	Hauling Vehicle
	Count	Number	Number	Number	Length	Length	Length	Class	Class	Class
						//		//	'	
Site Preparation	2	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	313.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	95.00	14.00	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**

Replace Ground Cover

Water Exposed Area

Clean Paved Roads

## 3.2 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/c	lay		

Fugitive Dust					0.0231	0.0000	0.0231	2.4900e- 003	0.0000	2.4900e-003		0.0000		0.0000
Off-Road	1.0983	10.9398	7.0042	9.3200e- 003		0.6535	0.6535		0.6012	0.6012	938.5863	938.5863	0.2922	944.7224
Total	1.0983	10.9398	7.0042	9.3200e- 003	0.0231	0.6535	0.6765	2.4900e- 003	0.6012	0.6037	938.5863	938.5863	0.2922	944.7224

### Unmitigated Construction Off-Site

	ROG	NOx	со	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000	
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000	
Worker	0.0180	0.0230	0.2856	7.3000e- 004	0.0559	4.9000e- 004	0.0564	0.0148	4.5000e- 004	0.0153		56.9868	56.9868	2.8700e- 003		57.0471	
Total	0.0180	0.0230	0.2856	7.3000e- 004	0.0559	4.9000e- 004	0.0564	0.0148	4.5000e- 004	0.0153		56.9868	56.9868	2.8700e- 003		57.0471	

## Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Fugitive Dust					8.5400e- 003	0.0000	8.5400e-003	9.2000e- 004	0.0000	9.2000e-004			0.0000			0.0000	
Off-Road	1.0983	10.9398	7.0042	9.3200e- 003		0.6535	0.6535		0.6012	0.6012	0.0000	938.5863	938.5863	0.2922		944.7224	
Total	1.0983	10.9398	7.0042	9.3200e- 003	8.5400e- 003	0.6535	0.6620	9.2000e- 004	0.6012	0.6021	0.0000	938.5863	938.5863	0.2922		944.7224	
	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
----------	--------	--------	--------	-----------------	------------------	-----------------	------------	-------------------	------------------	-------------	----------	-----------	-----------	-----------------	-----	---------	
Category					lbi	/day							lb/d	day			
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000	
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000	
Worker	0.0180	0.0230	0.2856	7.3000e- 004	0.0340	4.9000e- 004	0.0345	9.4600e- 003	4.5000e- 004	9.9100e-003		56.9868	56.9868	2.8700e- 003		57.0471	
Total	0.0180	0.0230	0.2856	7.3000e- 004	0.0340	4.9000e- 004	0.0345	9.4600e- 003	4.5000e- 004	9.9100e-003		56.9868	56.9868	2.8700e- 003		57.0471	

3.3 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/c	lay		
Fugitive Dust					0.8060	0.0000	0.8060	0.4201	0.0000	0.4201			0.0000			0.0000
Off-Road	1.0530	9.3216	8.3495	0.0120		0.6139	0.6139		0.5862	0.5862		1,173.8565	1,173.8565	0.2268		1,178.6197
Total	1.0530	9.3216	8.3495	0.0120	0.8060	0.6139	1.4199	0.4201	0.5862	1.0063		1,173.8565	1,173.8565	0.2268		1,178.6197

### 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/d	lay		

Hauling	0.2561	3.7441	2.9200	0.0117	0.2726	0.0593	0.3319	0.0747	0.0546	0.1292	1,139.7895	1,139.7895	8.6600e- 003	1,139.9713
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	 0.0000	0.0000	0.0000	 0.0000
Worker	0.0360	0.0460	0.5711	1.4500e-	0.1118	9.8000e-	0.1128	0.0296	9.1000e-	0.0306	 113.9736	113.9736	5.7400e-	 114.0942
				003		004			004				003	
Total	0.2922	3.7901	3.4911	0.0131	0.3844	0.0603	0.4447	0.1043	0.0555	0.1598	1,253.7631	1,253.7631	0.0144	1,254.0654

### Mitigated Construction On-Site

	ROG	NOx	со	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category			1		lb/	day							lb/c	day		
Fugitive Dust					0.2986	0.0000	0.2986	0.1557	0.0000	0.1557			0.0000			0.0000
Off-Road	1.0530	9.3216	8.3495	0.0120		0.6139	0.6139		0.5862	0.5862	0.0000	1,173.8565	1,173.8565	0.2268		1,178.6197
Total	1.0530	9.3216	8.3495	0.0120	0.2986	0.6139	0.9126	0.1557	0.5862	0.7418	0.0000	1,173.8565	1,173.8565	0.2268		1,178.6197

### 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/c	lay		
Hauling	0.2561	3.7441	2.9200	0.0117	0.1795	0.0593	0.2388	0.0518	0.0546	0.1064		1,139.7895	1,139.7895	8.6600e- 003		1,139.9713
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0360	0.0460	0.5711	1.4500e- 003	0.0681	9.8000e- 004	0.0690	0.0189	9.1000e- 004	0.0198		113.9736	113.9736	5.7400e- 003		114.0942
Total	0.2922	3.7901	3.4911	0.0131	0.2476	0.0603	0.3079	0.0707	0.0555	0.1262		1,253.7631	1,253.7631	0.0144		1,254.0654

## 3.4 Building Construction - 2018 Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive	Exhaust	PM10 Total	Fugitive	Exhaust	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
					PM10	PM10		PM2.5	PM2.5							
Category					lb/	day							lb/c	lay		
Off-Road	1.0786	10.9578	7.7239	0.0113		0.7055	0.7055		0.6491	0.6491		1,140.2487	1,140.2487	0.3550		1,147.7032
Total	1.0786	10.9578	7.7239	0.0113		0.7055	0.7055		0.6491	0.6491		1,140.2487	1,140.2487	0.3550		1,147.7032

### 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/c	lay		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1016	1.0268	1.2765	3.0700e- 003	0.0874	0.0161	0.1034	0.0249	0.0148	0.0396		298.3746	298.3746	2.1800e- 003		298.4203
Worker	0.3423	0.4372	5.4255	0.0138	1.0619	9.3200e- 003	1.0712	0.2816	8.6200e- 003	0.2902		1,082.7490	1,082.7490	0.0546		1,083.8948
Total	0.4439	1.4640	6.7020	0.0169	1.1492	0.0254	1.1746	0.3065	0.0234	0.3299		1,381.1236	1,381.1236	0.0567		1,382.3151

### Mitigated Construction On-Site

ROG	NOx	CO	SO2	Fugitive	Exhaust	PM10 Total	Fugitive	Exhaust	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
				PM10	PM10		PM2.5	PM2.5							

Category					lb/e	day						lb/c	lay	
Off-Road	1.0786	10.9578	7.7239	0.0113		0.7055	0.7055	0.6491	0.6491	0.0000	1,140.2487	1,140.2487	0.3550	1,147.7032
Total	1.0786	10.9578	7.7239	0.0113		0.7055	0.7055	0.6491	0.6491	0.0000	1,140.2487	1,140.2487	0.3550	1,147.7032

### 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/c	lay		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1016	1.0268	1.2765	3.0700e- 003	0.0586	0.0161	0.0747	0.0178	0.0148	0.0326		298.3746	298.3746	2.1800e- 003		298.4203
Worker	0.3423	0.4372	5.4255	0.0138	0.6465	9.3200e- 003	0.6558	0.1797	8.6200e- 003	0.1883		1,082.7490	1,082.7490	0.0546		1,083.8948
Total	0.4439	1.4640	6.7020	0.0169	0.7051	0.0254	0.7305	0.1975	0.0234	0.2209		1,381.1236	1,381.1236	0.0567		1,382.3151

## 3.4 Building Construction - 2019

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/c	lay		
Off-Road	0.9521	9.7557	7.5184	0.0113		0.6026	0.6026		0.5544	0.5544		1,121.4877	1,121.4877	0.3548		1,128.9391
Total	0.9521	9.7557	7.5184	0.0113		0.6026	0.6026		0.5544	0.5544		1,121.4877	1,121.4877	0.3548		1,128.9391

#### Unmitigated Construction Off-Site

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/	day							lb/c	lay		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0964	0.9474	1.2303	3.0500e- 003	0.0874	0.0153	0.1027	0.0249	0.0141	0.0389		292.2554	292.2554	2.1300e- 003		292.3001
Worker	0.3146	0.4008	4.9821	0.0138	1.0619	9.0900e- 003	1.0710	0.2816	8.4200e- 003	0.2900		1,040.3264	1,040.3264	0.0510		1,041.3974
Total	0.4110	1.3482	6.2124	0.0168	1.1493	0.0244	1.1736	0.3065	0.0225	0.3290		1,332.5818	1,332.5818	0.0531		1,333.6975

### 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/c	lay		
Off-Road	0.9521	9.7557	7.5184	0.0113		0.6026	0.6026		0.5544	0.5544	0.0000	1,121.4877	1,121.4877	0.3548		1,128.9391
Total	0.9521	9.7557	7.5184	0.0113		0.6026	0.6026		0.5544	0.5544	0.0000	1,121.4877	1,121.4877	0.3548		1,128.9391

#### Mitigated Construction Off-Site

ROG	NOx	CO	SO2	Fugitive	Exhaust	PM10 Total	Fugitive	Exhaust	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
				PM10	PM10		PM2.5	PM2.5							

Category					lb/	day						lb/c	lay	
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0964	0.9474	1.2303	3.0500e- 003	0.0586	0.0153	0.0739	0.0178	0.0141	0.0319	292.2554	292.2554	2.1300e- 003	292.3001
Worker	0.3146	0.4008	4.9821	0.0138	0.6465	9.0900e- 003	0.6555	0.1797	8.4200e- 003	0.1881	1,040.3264	1,040.3264	0.0510	1,041.3974
Total	0.4110	1.3482	6.2124	0.0168	0.7051	0.0244	0.7295	0.1975	0.0225	0.2199	1,332.5818	1,332.5818	0.0531	1,333.6975

### 3.5 Architectural Coating - 2019

### 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/c	lay		
Archit. Coating	18.6704					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e- 003		0.1288	0.1288		0.1288	0.1288		281.4481	281.4481	0.0238		281.9473
Total	18.9368	1.8354	1.8413	2.9700e- 003		0.1288	0.1288		0.1288	0.1288		281.4481	281.4481	0.0238		281.9473

### Unmitigated Construction Off-Site

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/	day							lb/d	lay		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0629	0.0802	0.9964	2.7500e- 003	0.2124	1.8200e- 003	0.2142	0.0563	1.6800e- 003	0.0580		208.0653	208.0653	0.0102		208.2795

Total	0.0629	0.0802	0.9964	2.7500e-	0.2124	1.8200e-	0.2142	0.0563	1.6800e-	0.0580	208.0653	208.0653	0.0102	208.2795
				003		003			003					

### 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/c	lay		
Archit. Coating	18.6704					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e- 003		0.1288	0.1288		0.1288	0.1288	0.0000	281.4481	281.4481	0.0238		281.9473
Total	18.9368	1.8354	1.8413	2.9700e- 003		0.1288	0.1288		0.1288	0.1288	0.0000	281.4481	281.4481	0.0238		281.9473

### Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive	Exhaust	PM10 Total	Fugitive	Exhaust	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
					PM10	PM10		PM2.5	PM2.5							
Category					lb/	/day							lb/c	day		
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0629	0.0802	0.9964	2.7500e-	0.1293	1.8200e-	0.1311	0.0359	1.6800e-	0.0376		208.0653	208.0653	0.0102		208.2795
				003		003			003							
Total	0.0629	0.0802	0.9964	2.7500e-	0.1293	1.8200e-	0.1311	0.0359	1.6800e-	0.0376		208.0653	208.0653	0.0102		208.2795
				003		003			003							

# 4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/	day							lb/o	day		
Mitigated	3.0766	9.0712	36.0889	0.1071	7.0214	0.1475	7.1689	1.8777	0.1360	2.0137		8,600.0624	8,600.0624	0.3153		8,606.6845
Unmitigated	3.0766	9.0712	36.0889	0.1071	7.0214	0.1475	7.1689	1.8777	0.1360	2.0137		8,600.0624	8,600.0624	0.3153		8,606.6845

## 4.2 Trip Summary Information

	Ave	erage Daily Trip Ra	ite	Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	869.88	945.12	801.24	2,975,734	2,975,734
Strip Mall	39.89	37.84	18.39	69,489	69,489
Total	909.77	982.96	819.63	3,045,223	3,045,223

## 4.3 Trip Type Information

		Miles			Trip %			Trip Purpos	e %
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
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.530902	0.057841	0.178699	0.124790	0.039063	0.006298	0.016951	0.033908	0.002496	0.003149	0.003689	0.000536	0.001678

# 5.0 Energy Detail

4.4 Fleet Mix

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/c	day							lb/c	lay		
NaturalGas Mitigated	0.0266	0.2277	0.0971	1.4500e- 003		0.0184	0.0184		0.0184	0.0184		290.6506	290.6506	5.5700e- 003	5.3300e- 003	292.4195
NaturalGas Unmitigated	0.0266	0.2277	0.0971	1.4500e- 003		0.0184	0.0184		0.0184	0.0184		290.6506	290.6506	5.5700e- 003	5.3300e- 003	292.4195

## 5.2 Energy by Land Use - NaturalGas

<u>Unmitigated</u>

	NaturalGas	ROG	NOx	CO	SO2	Fugitive	Exhaust	PM10 Total	Fugitive	Exhaust	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	Use					PIMIU	PMIU		PIVIZ.5	PINIZ.5							
Land Use	kBTU/yr					lb	/day							lb/o	day		
Apartments Mid Rise	2466.34	0.0266	0.2273	0.0967	1.4500e-		0.0184	0.0184		0.0184	0.0184		290.1575	290.1575	5.5600e-	5.3200e-003	291.9233
					003										003		
Strip Mall	4.19178	5.0000e-005	4.1000e-	3.5000e-	0.0000		3.0000e-005	3.0000e-		3.0000e-	3.0000e-005		0.4932	0.4932	1.0000e-	1.0000e-005	0.4962
			004	004				005		005					005		
Total		0.0267	0.2277	0.0971	1.4500e-		0.0184	0.0184		0.0184	0.0184		290.6506	290.6506	5.5700e-	5.3300e-003	292.4195
					003										003		

### **Mitigated**

	NaturalGas	ROG	NOx	CO	SO2	Fugitive	Exhaust	PM10 Total	Fugitive	Exhaust	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	Use					PM10	PM10		PM2.5	PM2.5							
Land Use	kBTU/yr					lb.	/day							lb/c	lay		

•••••••••••••••••••••••••••••••••••••••			<b>.</b>	******		 ,	,	 	***************************************	 ,	, <b>.</b>		••••••••••••••••••••••••	, • • • • • • • • • • • • • • • • • • •
Strip Mall	0.00419178	5.0000e-005	4.1000e-	3.5000e-	0.0000	3.0000e-005	3.0000e-	3.0000e-	3.0000e-005	0.4932	0.4932	1.0000e-	1.0000e-005	0.4962
			004	004			005	005				005		
Apartments Mid Rise	2.46634	0.0266	0.2273	0.0967	1.4500e-	0.0184	0.0184	0.0184	0.0184	290.1575	290.1575	5.5600e-	5.3200e-003	291.9233
					003							003		
Total		0.0267	0.2277	0.0971	1.4500e-	0.0184	0.0184	0.0184	0.0184	290.6506	290.6506	5.5700e-	5.3300e-003	292.4195
					003							003		

## 6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	со	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/	day							lb/c	lay		
Mitigated	2.5523	0.1268	10.9442	5.8000e- 004		0.0600	0.0600		0.0600	0.0600	0.0000	19.6091	19.6091	0.0193	0.0000	20.0133
Unmitigated	2.5523	0.1268	10.9442	5.8000e- 004		0.0600	0.0600		0.0600	0.0600	0.0000	19.6091	19.6091	0.0193	0.0000	20.0133

6.2 Area by SubCategory

<u>Unmitigated</u>

	ROG	NOx	со	SO2	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/c	lay		
Architectural Coating	0.2200					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.9973					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.3350	0.1268	10.9442	5.8000e- 004		0.0600	0.0600		0.0600	0.0600		19.6091	19.6091	0.0193		20.0133

Total	2.5523	0.1268	10.9442	5.8000e-	0.0600	0.0600	0.0600	0.0600	0.0000	19.6091	19.6091	0.0193	0.0000	20.0133
				004										ľ

### **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/c	day		
Architectural Coating	0.2200					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.9973					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.3350	0.1268	10.9442	5.8000e- 004		0.0600	0.0600		0.0600	0.0600		19.6091	19.6091	0.0193		20.0133
Total	2.5523	0.1268	10.9442	5.8000e- 004		0.0600	0.0600		0.0600	0.0600	0.0000	19.6091	19.6091	0.0193	0.0000	20.0133

## 7.0 Water Detail

7.1 Mitigation Measures Water

## 8.0 Waste Detail

### 8.1 Mitigation Measures Waste

## 9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

## 10.0 Vegetation

## 635 Western Avenue Phase 2 Future

Los Angeles-South Coast County, Annual

### **1.0 Project Characteristics**

#### 1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	176.00	Dwelling Unit	0.70	152,412.00	503
Strip Mall	10.00	1000sqft	0.04	10,000.00	0

#### **1.2 Other Project Characteristics**

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	11			Operational Year	2019
Utility Company	Los Angeles Department of	Water & Power			
CO2 Intensity (Ib/MWhr)	1227.89	CH4 Intensity (Ib/MWhr)	0.029	N2O Intensity 0 (Ib/MWhr)	.006

### 1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Developer information

Construction Phase - Developer information

Grading - Developer information

Woodstoves - Developer information

Construction Off-road Equipment Mitigation - Assumes SCAQMD Rule 403 control efficiencies

Vehicle Trips -

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	45
tblFireplaces	NumberGas	149.60	0.00

tblFireplaces	NumberNoFireplace	17.60	176.00
tblFireplaces	NumberWood	8.80	0.00
tblLandUse	LandUseSquareFeet	176,000.00	152,412.00
tblLandUse	LotAcreage	4.63	0.70
tblLandUse	LotAcreage	0.23	0.04
tblProjectCharacteristics	OperationalYear	2014	2019
tblTripsAndVMT	HaulingTripNumber	0.00	313.00
tblWoodstoves	NumberCatalytic	8.80	0.00
tblWoodstoves	NumberNoncatalytic	8.80	0.00

## 2.0 Emissions Summary

## 2.2 Overall Operational

### Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					tor	is/yr							MT	ſ/yr		
Area	0.7139	0.0211	1.8242	1.0000e- 004		9.9900e- 003	9.9900e-003		9.9900e- 003	9.9900e-003	0.0000	2.9651	2.9651	2.9100e- 003	0.0000	3.0262
Energy	6.5600e-003	0.0561	0.0242	3.6000e- 004		4.5300e- 003	4.5300e-003		4.5300e- 003	4.5300e-003	0.0000	490.7023	490.7023	0.0113	3.2700e- 003	491.9537
Mobile	0.8547	2.5789	9.7463	0.0271	1.7970	0.0387	1.8357	0.4813	0.0357	0.5170	0.0000	1,975.9150	1,975.9150	0.0752	0.0000	1,977.4942
Waste						0.0000	0.0000		0.0000	0.0000	18.5656	0.0000	18.5656	1.0972	0.0000	41.6066
Water						0.0000	0.0000		0.0000	0.0000	3.8730	136.0764	139.9494	0.4010	0.0101	151.4884
Total	1.5752	2.6561	11.5946	0.0275	1.7970	0.0533	1.8502	0.4813	0.0502	0.5316	22.4385	2,605.6588	2,628.0973	1.5876	0.0133	2,665.5691

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					tor	ıs/yr							MT	∏/yr		
Area	0.7139	0.0211	1.8242	1.0000e- 004		9.9900e- 003	9.9900e-003		9.9900e- 003	9.9900e-003	0.0000	2.9651	2.9651	2.9100e- 003	0.0000	3.0262
Energy	6.5600e-003	0.0561	0.0242	3.6000e- 004		4.5300e- 003	4.5300e-003		4.5300e- 003	4.5300e-003	0.0000	490.7023	490.7023	0.0113	3.2700e- 003	491.9537
Mobile	0.8547	2.5789	9.7463	0.0271	1.7970	0.0387	1.8357	0.4813	0.0357	0.5170	0.0000	1,975.9150	1,975.9150	0.0752	0.0000	1,977.4942
Waste						0.0000	0.0000		0.0000	0.0000	18.5656	0.0000	18.5656	1.0972	0.0000	41.6066
Water						0.0000	0.0000		0.0000	0.0000	3.8730	136.0764	139.9494	0.4009	0.0100	151.4822
Total	1.5752	2.6561	11.5946	0.0275	1.7970	0.0533	1.8502	0.4813	0.0502	0.5316	22.4385	2,605.6588	2,628.0973	1.5875	0.0133	2,665.5629

	ROG	NOx	со	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	0.01	0.15	0.00

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2 5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
					1 11110	1 1110		1 1012.0	1 1112.0							
Category					tor	is/yr				МТ	/yr					
		•					-		-			•	-			
Mitigated	0.8547	2.5789	9.7463	0.0271	1.7970	0.0387	1.8357	0.4813	0.0357	0.5170	0.0000	1,975.9150	1,975.9150	0.0752	0.0000	1,977.4942
Unmitigated	0.8547	2.5789	9.7463	0.0271	1.7970	0.0387	1.8357	0.4813	0.0357	0.5170	0.0000	1,975.9150	1,975.9150	0.0752	0.0000	1,977.4942

### 4.2 Trip Summary Information

	Ave	erage Daily Trip Ra	ite	Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	1,159.84	1,260.16	1068.32	3,967,645	3,967,645
Strip Mall	443.20	420.40	204.30	772,100	772,100
Total	1,603.04	1,680.56	1,272.62	4,739,746	4,739,746

### 4.3 Trip Type Information

		Miles			Trip %			Trip Purpos	e %
Land Use	H-W or C-W H-S or C-C H-O or			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
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.530902	0.057841	0.178699	0.124790	0.039063	0.006298	0.016951	0.033908	0.002496	0.003149	0.003689	0.000536	0.001678

## 5.0 Energy Detail

4.4 Fleet Mix

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					ton	is/yr					МТ	/yr				
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	425.7434	425.7434	0.0101	2.0800e- 003	426.5994
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	425.7434	425.7434	0.0101	2.0800e- 003	426.5994

NaturalGas Mitigated	6.5600e-003	0.0561	0.0242	3.6000e-	4.5300e-	4.5300e-003	4.5300e-	4.5300e-003	0.0000	64.9590	64.9590	1.2500e-	1.1900e-	65.3543
				004	003		003					003	003	
NaturalGas	6.5600e-003	0.0561	0.0242	3.6000e-	4.5300e-	4.5300e-003	4.5300e-	4.5300e-003	0.0000	64.9590	64.9590	1.2500e-	1.1900e-	65.3543
Unmitigated				004	003		003					003	003	

### 5.2 Energy by Land Use - NaturalGas

**Unmitigated** 

	NaturalGas	ROG	NOx	CO	SO2	Fugitive	Exhaust	PM10 Total	Fugitive	Exhaust	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	Use					PM10	PM10		PM2.5	PM2.5							
Land Use	kBTU/yr					to	ns/yr							M	Г/yr		
Apartments Mid Rise	1.20028e+0	6.4700e-003	0.0553	0.0235	3.5000e-		4.4700e-003	4.4700e-		4.4700e-	4.4700e-003	0.0000	64.0518	64.0518	1.2300e-	1.1700e-003	64.4416
	06				004			003		003					003		
Strip Mall	17000	9.0000e-005	8.3000e-	7.0000e-	0.0000		6.0000e-005	6.0000e-		6.0000e-	6.0000e-005	0.0000	0.9072	0.9072	2.0000e-	2.0000e-005	0.9127
			004	004				005		005					005		
Total		6.5600e-003	0.0561	0.0242	3.5000e-		4.5300e-003	4.5300e-		4.5300e-	4.5300e-003	0.0000	64.9590	64.9590	1.2500e-	1.1900e-003	65.3543
					004			003		003					003		

#### **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					to	ns/yr							M	ſ/yr		
Strip Mall	17000	9.0000e-005	8.3000e- 004	7.0000e- 004	0.0000		6.0000e-005	6.0000e- 005		6.0000e- 005	6.0000e-005	0.0000	0.9072	0.9072	2.0000e- 005	2.0000e-005	0.9127
Apartments Mid Rise	1.20028e+0 06	6.4700e-003	0.0553	0.0235	3.5000e- 004		4.4700e-003	4.4700e- 003		4.4700e- 003	4.4700e-003	0.0000	64.0518	64.0518	1.2300e- 003	1.1700e-003	64.4416
Total		6.5600e-003	0.0561	0.0242	3.5000e- 004		4.5300e-003	4.5300e- 003		4.5300e- 003	4.5300e-003	0.0000	64.9590	64.9590	1.2500e- 003	1.1900e-003	65.3543

5.3 Energy by Land Use - Electricity

**Unmitigated** 

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr		M	T/yr	
Apartments Mid Rise	612704	341.2523	8.0600e- 003	1.6700e- 003	341.9385
Strip Mall	151700	84.4911	2.0000e- 003	4.1000e- 004	84.6610
Total		425.7434	0.0101	2.0800e- 003	426.5994

### **Mitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr		M	Г/yr	
Apartments Mid Rise	612704	341.2523	8.0600e- 003	1.6700e- 003	341.9385
Strip Mall	151700	84.4911	2.0000e- 003	4.1000e- 004	84.6610
Total		425.7434	0.0101	2.0800e- 003	426.5994

## 6.0 Area Detail

## 6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					ton	is/yr							МТ	/yr		

Mitigated	0.7139	0.0211	1.8242	1.0000e-	9.9900e-	9.9900e-003	 9.9900e-	9.9900e-003	0.0000	2.9651	2.9651	2.9100e-	0.0000	3.0262
				004	003		003					003		
Unmitigated	0.7139	0.0211	1.8242	1.0000e-	9.9900e-	9.9900e-003	9.9900e-	9.9900e-003	0.0000	2.9651	2.9651	2.9100e-	0.0000	3.0262
				004	003		003					003		

## 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					ton	is/yr							МТ	/yr		
Architectural Coating	0.0712					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.5869					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0559	0.0211	1.8242	1.0000e- 004		9.9900e- 003	9.9900e-003		9.9900e- 003	9.9900e-003	0.0000	2.9651	2.9651	2.9100e- 003	0.0000	3.0262
Total	0.7139	0.0211	1.8242	1.0000e- 004		9.9900e- 003	9.9900e-003		9.9900e- 003	9.9900e-003	0.0000	2.9651	2.9651	2.9100e- 003	0.0000	3.0262

### **Mitigated**

	ROG	NOx	со	SO2	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					tor	ns/yr							МТ	∫/yr		
Architectural Coating	0.0712					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.5869					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Landscaping	0.0559	0.0211	1.8242	1.0000e-	ç	9.9900e-	9.9900e-003	9.9900e-	9.9900e-003	0.0000	2.9651	2.9651	2.9100e-	0.0000	3.0262
				004		003		003					003		
Total	0.7139	0.0211	1.8242	1.0000e-	ę	9.9900e-	9.9900e-003	9.9900e-	9.9900e-003	0.0000	2.9651	2.9651	2.9100e-	0.0000	3.0262
				004		003		003					003		

### 7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category		MT/	yr	
Mitigated	139.9494	0.4009	0.0100	151.4822
Unmitigated	139.9494	0.4010	0.0101	151.4884

## 7.2 Water by Land Use

**Unmitigated** 

	Indoor/Outd	Total CO2	CH4	N2O	CO2e
	oor Use				
Land Use	Mgal		M	T/yr	
Apartments Mid Rise	11.4671 / 7.22926	131.5333	0.3767	9.4500e- 003	142.3723
Strip Mall	0.740725 / 0.453993	8.4161	0.0243	6.1000e- 004	9.1161
Total		139.9494	0.4010	0.0101	151.4884

### **Mitigated**

	Indoor/Outd oor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal		M	T/yr	
Apartments Mid Rise	11.4671 / 7.22926	131.5333	0.3766	9.4300e- 003	142.3665
Strip Mall	0.740725 / 0.453993	8.4161	0.0243	6.1000e- 004	9.1157
Total		139.9494	0.4009	0.0100	151.4822

## 8.0 Waste Detail

## 8.1 Mitigation Measures Waste

## Category/Year

	Total CO2	CH4	N2O	CO2e
		MT/	yr	
Mitigated	18.5656	1.0972	0.0000	41.6066
Unmitigated	18.5656	1.0972	0.0000	41.6066

### 8.2 Waste by Land Use

**Unmitigated** 

Waste	Total CO2	CH4	N2O	CO2e
Disposed				

Land Use	tons	s MT/yr						
Apartments Mid Rise	80.96	16.4342	0.9712	0.0000	36.8300			
Strip Mall	10.5	2.1314	0.1260	0.0000	4.7766			
Total		18.5656	1.0972	0.0000	41.6066			

#### **Mitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons		M	Γ/yr	
Apartments Mid Rise	80.96	16.4342	0.9712	0.0000	36.8300
Strip Mall	10.5	2.1314	0.1260	0.0000	4.7766
Total		18.5656	1.0972	0.0000	41.6066

# 9.0 Operational Offroad

	Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
--	----------------	--------	-----------	-----------	-------------	-------------	-----------

10.0 Vegetation

## 635 Western Avenue Phase 2 Future

Los Angeles-South Coast County, Summer

### **1.0 Project Characteristics**

#### 1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	176.00	Dwelling Unit	0.70	152,412.00	503
Strip Mall	10.00	1000sqft	0.04	10,000.00	0

### **1.2 Other Project Characteristics**

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	11			Operational Year	2019
Utility Company	Los Angeles Department of	Water & Power			
CO2 Intensity (Ib/MWhr)	1227.89	CH4 Intensity (Ib/MWhr)	0.029	N2O Intensity (Ib/MWhr)	0.006

#### 1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Developer information

Construction Phase - Developer information

Grading - Developer information

Woodstoves - Developer information

Construction Off-road Equipment Mitigation - Assumes SCAQMD Rule 403 control efficiencies

Vehicle Trips -

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	45
tblFireplaces	NumberGas	149.60	0.00

tblFireplaces	NumberNoFireplace	17.60	176.00
tblFireplaces	NumberWood	8.80	0.00
tblLandUse	LandUseSquareFeet	176,000.00	152,412.00
tblLandUse	LotAcreage	4.63	0.70
tblLandUse	LotAcreage	0.23	0.04
tblProjectCharacteristics	OperationalYear	2014	2019
tblTripsAndVMT	HaulingTripNumber	0.00	313.00
tblWoodstoves	NumberCatalytic	8.80	0.00
tblWoodstoves	NumberNoncatalytic	8.80	0.00

## 2.0 Emissions Summary

## 2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive	Exhaust	PM10 Total	Fugitive	Exhaust	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
					PM10	PM10		PM2.5	PM2.5							
Category					lb/	day							lb/c	day		
Area	4.0526	0.1690	14.5932	7.7000e-		0.0800	0.0800		0.0800	0.0800	0.0000	26.1474	26.1474	0.0257	0.0000	26.6865
				004												
Energy	0.0360	0.3076	0.1328	1.9600e-		0.0249	0.0249		0.0249	0.0249		392.3561	392.3561	7.5200e-	7.1900e-	394.7439
				003										003	003	
Mobile	5.1367	14.3608	57.5968	0.1672	10.9380	0.2312	11.1692	2.9251	0.2131	3.1382		13,433.860	13,433.8601	0.4952		13,444.2599
												1				
Total	9.2253	14.8374	72.3228	0.1700	10.9380	0.3360	11.2740	2.9251	0.3180	3.2430	0.0000	13,852.363	13,852.3636	0.5284	7.1900e-	13,865.6902
												6			003	

### Mitigated Operational

ROG	NOx	СО	SO2	Fugitive	Exhaust	PM10 Total	Fugitive	Exhaust	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
				PM10	PM10		PM2.5	PM2.5							

Category		lb/day										lb/day					
Area	4.0526	0.1690	14.5932	7.7000e- 004		0.0800	0.0800		0.0800	0.0800	0.0000	26.1474	26.1474	0.0257	0.0000	26.6865	
Energy	0.0360	0.3076	0.1328	1.9600e- 003		0.0249	0.0249		0.0249	0.0249		392.3561	392.3561	7.5200e- 003	7.1900e- 003	394.7439	
Mobile	5.1367	14.3608	57.5968	0.1672	10.9380	0.2312	11.1692	2.9251	0.2131	3.1382		13,433.860 1	13,433.8601	0.4952		13,444.2599	
Total	9.2253	14.8374	72.3228	0.1700	10.9380	0.3360	11.2740	2.9251	0.3180	3.2430	0.0000	13,852.363 6	13,852.3636	0.5284	7.1900e- 003	13,865.6902	

	ROG	NOx	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

# 4.0 Operational Detail - Mobile

## 4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive	Exhaust	PM10 Total	Fugitive	Exhaust	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
					PM10	PM10		PM2.5	PM2.5							
Category					lb/	day							lb/c	lay		
Mitigated	5.1367	14.3608	57.5968	0.1672	10.9380	0.2312	11.1692	2.9251	0.2131	3.1382		13,433.860	13,433.8601	0.4952		13,444.2599
												1				
Unmitigated	5.1367	14.3608	57.5968	0.1672	10.9380	0.2312	11.1692	2.9251	0.2131	3.1382		13,433.860	13,433.8601	0.4952		13,444.2599
												1				

## 4.2 Trip Summary Information

	Ave	erage Daily Trip Ra	ate	Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	1,159.84	1,260.16	1068.32	3,967,645	3,967,645
Strip Mall	443.20	420.40	204.30	772,100	772,100
Total	1,603.04	1,680.56	1,272.62	4,739,746	4,739,746

## 4.3 Trip Type Information

		Miles			Trip %			Trip Purpos	e %
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
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.530902	0.057841	0.178699	0.124790	0.039063	0.006298	0.016951	0.033908	0.002496	0.003149	0.003689	0.000536	0.001678

## 5.0 Energy Detail

### 4.4 Fleet Mix

Historical Energy Use: N

## 5.1 Mitigation Measures Energy

	ROG	NOx	СО	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/	day							lb/o	lay		
NaturalGas Mitigated	0.0360	0.3076	0.1328	1.9600e- 003		0.0249	0.0249		0.0249	0.0249		392.3561	392.3561	7.5200e- 003	7.1900e- 003	394.7439
NaturalGas Unmitigated	0.0360	0.3076	0.1328	1.9600e- 003		0.0249	0.0249		0.0249	0.0249		392.3561	392.3561	7.5200e- 003	7.1900e- 003	394.7439

### 5.2 Energy by Land Use - NaturalGas

<u>Unmitigated</u>

NaturalGas ROG NOX CO SO2 Eugitive Exhaust F	M10 Total Eugitive Exhaust PM2.5 Total Bio. CO2 NBio. CO2 Total CO2 CH4 N2O CC	020
		520
		1
Use PM10 PM10	PM2.5 PM2.5	

Land Use	kBTU/yr					di	/day						ID/CI	lay		
	i I										1					
											I					
Apartments Mid Rise	3288.45	0.0355	0.3031	0.1290	1.9300e-		0.0245	0.0245	0.0245	0.0245		386.8767	386.8767	7.4200e-	7.0900e-003	389.2311
					003	-								003		-
Strip Mall	46.5753	5.0000e-004	4.5700e-	3.8400e-	3.0000e-	i	3.5000e-004	3.5000e-	3.5000e-	3.5000e-004		5.4795	5.4795	1.1000e-	1.0000e-004	5.5128
			003	003	005			004	 004					004		
Total		0.0360	0.3076	0.1328	1.9600e-	í	0.0249	0.0249	0.0249	0.0249		392.3561	392.3561	7.5300e-	7.1900e-003	394.7439
1 1			1 '	1 1	003	í <sup>,</sup>		, ,						003	1	

#### **Mitigated**

	NaturalGas	ROG	NOx	СО	SO2	Fugitive	Exhaust	PM10 Total	Fugitive	Exhaust	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	Use					PM10	PM10		PM2.5	PM2.5							
Land Use	kBTU/yr					lb	/day							lb/	day		
Strip Mall	0.0465753	5.0000e-004	4.5700e-	3.8400e-	3.0000e-		3.5000e-004	3.5000e-		3.5000e-	3.5000e-004		5.4795	5.4795	1.1000e-	1.0000e-004	5.5128
			003	003	005			004		004					004		
Apartments Mid Rise	3.28845	0.0355	0.3031	0.1290	1.9300e-		0.0245	0.0245		0.0245	0.0245		386.8767	386.8767	7.4200e-	7.0900e-003	389.2311
					003										003		
Total		0.0360	0.3076	0.1328	1.9600e-		0.0249	0.0249		0.0249	0.0249		392.3561	392.3561	7.5300e-	7.1900e-003	394.7439
					003										003		

## 6.0 Area Detail

### 6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category					lb/	day							lb/c	lay		
Mitigated	4.0526	0.1690	14.5932	7.7000e- 004		0.0800	0.0800		0.0800	0.0800	0.0000	26.1474	26.1474	0.0257	0.0000	26.6865
Unmitigated	4.0526	0.1690	14.5932	7.7000e- 004		0.0800	0.0800		0.0800	0.0800	0.0000	26.1474	26.1474	0.0257	0.0000	26.6865

## 6.2 Area by SubCategory

### <u>Unmitigated</u>

	ROG	NOx	CO	SO2	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/c	lay					
Architectural Coating	0.3901					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.2158					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.4468	0.1690	14.5932	7.7000e- 004		0.0800	0.0800		0.0800	0.0800		26.1474	26.1474	0.0257		26.6865
Total	4.0526	0.1690	14.5932	7.7000e- 004		0.0800	0.0800		0.0800	0.0800	0.0000	26.1474	26.1474	0.0257	0.0000	26.6865

#### **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/c	lay		
Architectural Coating	0.3901					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.2158					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.4468	0.1690	14.5932	7.7000e- 004		0.0800	0.0800		0.0800	0.0800		26.1474	26.1474	0.0257		26.6865
Total	4.0526	0.1690	14.5932	7.7000e- 004		0.0800	0.0800		0.0800	0.0800	0.0000	26.1474	26.1474	0.0257	0.0000	26.6865

7.0 Water Detail

## 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 Vegetation



HISTORICAL RESOURCE ASSESSMENT FOR 633 S. WESTERN AVENUE, CITY AND COUNTY OF LOS ANGELES, CALIFORNIA

July 2017

## PREPARED FOR

Jimmy Chang Jamison Properties 3470 Wilshire Boulevard, Suite 700 Los Angeles, California 90010

## PREPARED BY

SWCA Environmental Consultants 150 S. Arroyo Parkway, 2<sup>nd</sup> Floor Pasadena, CA 91105 This page intentionally left blank.

## Historical Resource Assessment for 633 S. Western Avenue, City and County of Los Angeles, California

Prepared for

Jamison Properties 3470 Wilshire Boulevard, Suite 700 Los Angeles, California 90010

Prepared by

Stacy Farr, M.S., Nelson White, M.S.H.P, and Erica Nicolay, B.A.

#### **SWCA Environmental Consultants**

150 S. Arroyo Parkway, 2<sup>nd</sup> Floor Pasadena, CA 91105 (626) 240-0587 www.swca.com

Contact

John Dietler, Ph.D. Project Manager jdietler@swca.com

SWCA Project No. 42222 SWCA CRRD No. 17-231

July 7, 2017

This page intentionally left blank.

# **EXECUTIVE SUMMARY**

**Purpose and Scope:** Jamison Properties retained SWCA Environmental Consultants (SWCA) to prepare an Historical Resource Assessment for the property located at 633 S. Western Avenue in the City and County of Los Angeles (City), California (subject property).<sup>1</sup> Jamison Properties proposes to largely retain and restore the subject property, and to construct four new floor levels and a rooftop penthouse above the subject property, which would contain studio apartments. In January 2017, SWCA prepared a Preliminary Historic Resource/Character Defining Feature Assessment for Jamison Properties. The present Historical Resource Assessment includes the following: 1) results of a cultural resource records search and literature review, 2) an intensive-level built environment survey; 3) Secretary of the Interior's Standards analysis; and 4) a project impact analysis for the subject property (Assessor Parcel No. [APN] 5503-031-017). The methodology for this historical resources assessment complies with best professional practices as well as the current requirements as defined by the City of Los Angeles Office of Historic Resources (OHR).

**Dates of Investigation:** SWCA conducted a California Historical Resources Information System (CHRIS) records search (within a 0.25-mile radius) at the South Central Coastal Information Center (SCCIC) at California State University Fullerton on April 18, 2017. SWCA conducted a preliminary survey of the subject property on December 15, 2016, and SWCA conducted an intensive-level survey of the subject property on April 19, 2017. SWCA completed archival research in April 2017.

**Survey Findings:** The CHRIS records search indicated that the subject property was previously recorded in 2012 and determined not eligible under national eligibility criteria. The CHRIS records search also identified eight (8) other properties within a 0.25-mile radius of the subject property that were previously recorded and evaluated for historic significance. Twenty-one prior cultural resource studies have been conducted within a 0.25-mile radius of the subject property.

The subject property was designed by Welton Becket & Associates. It was constructed in 1967 for Pierce National Life Insurance Company to provide parking for the adjacent office tower. As part of the current evaluation, this assessment utilized the methodology and framework currently employed by the City of Los Angeles OHR for its citywide historical resources survey, SurveyLA. The assessment also recorded and evaluated the subject property for inclusion in the National Register of Historic Places (NRHP), inclusion in the California Register of Historical Resources (CRHR), and for local designation as a City of Los Angeles Historic-Cultural Monument (HCM) or Historic Preservation Overlay Zone (HPOZ).

Although SurveyLA's frameworks of Context/Theme/Property Type were referenced in evaluating the historical significance of the subject property, the eligibility standards for the applicable Contexts/Themes/Property Types are presently unpublished. Two frameworks were identified. The first framework is "Commercial Development, 1850–1980" Context, "The Rise of Corporations and Corporate Types, 1945–1980" Theme, and "High Rise Office" Property Type. The second framework is "Architecture and Engineering, 1850–1980" Context, "LA Modernism, 1919–1980" Sub-Context, "Postwar Modernism, 1946–1976" Theme, "Corporate International, 1946–1976" and "Mid-Century Modern, 1945–1970" Sub-Themes.

Despite the unpublished status of the aforementioned contexts, the property appears eligible for inclusion in the CRHR and as a Los Angeles HCM under Criteria 3/3 as an extant representative example of work by Welton Beckett & Associates. The firm is one of the most influential firms in Los Angeles and is considered a master architecture firm by the City.

<sup>&</sup>lt;sup>1</sup> Recorded as 633 S. Western Avenue by the City of Los Angeles, Department of Building and Safety and by the Los Angeles County Assessor, as well as by previous survey evaluation.

**Recommendations:** As a property eligible for inclusion in the CRHR and as a local HCM, the subject property qualifies as a historical resource under CEQA. The proposed project was evaluated using the *Secretary of the Interior's Standards for Rehabilitation*, is in compliance with Rehabilitation Standards 3, 4, 5, 6, 7, 8, and 10, and is not in full compliance with Rehabilitation Standards 1, 2, and 9. Three direct, project-specific significant impacts on the subject property could be reduced to less-than-significant with the implementation of two mitigation measures. One project improvement measure is also recommended.

**Disposition of Data:** The final Historical Resources Assessment and any subsequent related reports will be submitted to Jamison Properties; the SCCIC at California State University, Fullerton; and with SWCA's Pasadena, California office. All field notes, photographs, and records related to the current study are also on file at the SWCA Pasadena office.

# CONTENTS

EX	XECUTIVE SUMMARY	I
PA	RT I: SIGNIFICANCE EVALUATION	1
I.	INTRODUCTION	1
	PROPERTY LOCATION	1
II.	CURRENT HISTORIC STATUS	1
ш	. REGULATORY SETTING	6
	FEDERAL REGULATIONS	6
	STATE REGULATIONS	7
	LOCAL REGULATIONS	8
IV.	. RESEARCH AND FIELD METHODOLOGY	9
	PREVIOUSLY RECORDED RESOURCES	10
	PREVIOUSLY CONDUCTED CULTURAL RESOURCES STUDIES	10
V.	ARCHITECTURAL DESCRIPTION	12
VI.	. HISTORIC AND NEIGHBORHOOD CONTEXT	13
	WILSHIRE BOULEVARD	13
	WILSHIRE CENTER AND KOREATOWN	14
	PIERCE NATIONAL INSURANCE CO.	15
VI	I. SITE HISTORY	16
	ARCHITECTS	22
VI BR	II. ARCHITECTURAL STYLE: CORPORATE MODERNISM WITH ELEMENTS OF RUTALISM	22
IX.	. EVALUATION	23
	SURVEYLA	23
	NRHP, CRHR, AND HCM ELIGIBILITY	23
	INTEGRITY	24
	CHARACTER DEFINING FEATURES	24
PA	RT II: SECRETARY STANDARDS ANALYSIS	25
I.	PROPOSED PROJECT	25
II.	SECRETARY OF THE INTERIOR'S STANDARDS ANALYSIS	26
Ш	. IMPACTS ANALYSIS AND MITIGATION	30
	ANALYSIS OF DIRECT IMPACTS AND MITIGATION	31
	ANALYSIS OF CUMULATIVE IMPACTS	33

	ANALYSIS OF INDIRECT IMPACTS, ADJACENT HISTORICAL RESOURCES	34
IV.	CONCLUSION	35
RE	FERENCES CITED	36

# Figures

Figure 1. Project vicinity map, 1:800,000 scale	3
Figure 2. Project location on the USGS 7.5-minute quadrangle, Hollywood, California	4
Figure 3. Project location on a 2016 aerial photograph with local streets, 1:1,830 scale	5
Figure 5. Primary (east) elevation, view facing west, 2017	18
Figure 5. West elevation, view facing east, 2017	18
Figure 6. South elevation, view facing east, 2017	19
Figure 8. Overview of S. Western Avenue, view facing north, 2017	20
Figure 8. Overview of S. Western Avenue, view facing south, 2017	20
Figure 10. Overview of S. Manhattan Place, view facing north, 2017.	21
Figure 10. Overview of S. Manhattan Place, view facing south, 2017	21

## Tables

Table 1. Previously Recorded Cultural Resources within 0.25 Mile-Radius of Subject Property10
Table 2. Previously Conducted Cultural Resource Studies within 0.25-Mile Radius of Subject
Property
Table 3. Building Permits on File with Los Angeles Department of Building and Safety

# Appendices

**Appendix A.** Resumes of Key Staff **Appendix B.** California Department of Parks and Recreation 523-Series Forms
## PART I: SIGNIFICANCE EVALUATION I. INTRODUCTION

Jamison Properties retained SWCA Environmental Consultants (SWCA) to prepare an Historical Resource Assessment for the property located at 633 S. Western Avenue in the City and County of Los Angeles (City), California (subject property). Jamison Properties proposes to largely retain and restore the subject property, and to construct four new floor levels and a rooftop penthouse above the subject property, which would contain studio apartments. In January 2017, SWCA prepared a Preliminary Historic Resource/Character Defining Feature Assessment for Jamison Properties. The present Historical Resource Assessment includes the following: 1) results of a cultural resource records search and literature review, 2) an intensive-level built environment survey; 3) Secretary of the Interior's Standards analysis; and 4) a project impact analysis for the subject property (Assessor Parcel No. [APN] 5503-031-017). The methodology for this historical resources assessment complies with best professional practices as well as the current requirements as defined by the City of Los Angeles Office of Historic Resources (OHR).

This evaluation was co-authored by SWCA Architectural Historians Stacy Farr and Nelson White. Ms. Farr has a Master's degree in Architectural History and Mr. White has a Master's degree in Historic Preservation. Quality assurance/quality control was provided by Senior Architectural Historian Erica Kachmarsky, who has a Master's degree in Preservation Studies. All three meet and exceed the Secretary of the Interior's Professional Qualifications Standards (PQS) for Architectural History. SWCA Cultural Resources Specialist Erica Nicolay, B.A., researched historical context and contributed to the report. Resumes of key staff follow this report as Appendix A.

#### **Property Location**

The subject property is located in the Wilshire Community Plan Area (CPA) in the City and County of Los Angeles, California (Figures 1 through 3). The property occupies an L-shaped 0.758-acre parcel (APN 5503-031-017) between S. Manhattan Place on the west and S. Western Avenue on the east, just north of Wilshire Boulevard. The parcel consists of Lots 3, 4, and 14 of Block H, in the Westminster Place Tract.

## **II. CURRENT HISTORIC STATUS**

The subject property at 633 S. Western Avenue is not currently listed in the California Register of Historical Resources (CRHR), and it has not been designated as a Los Angeles Historic-Cultural Monument (HCM). It is also not located within an Historic Preservation Overlay Zone (HPOZ). The CHRIS records search indicated that the subject property was previously recorded in 2012 by Crawford Historic Services and determined to not be eligible under National Register of Historic Places (NRHP) criteria. This finding is of minimal merit because the evaluation was conducted without original building permits and without the identity of the architect. Crawford Historic Services determined the property to be a "standard parking structure with no distinguishing characteristics," further declaring there to be "no architectural or historical significance to the structure."<sup>2</sup> In the discussion of the seven aspects of integrity used to evaluate historical significance, the evaluation determined that the property had lost integrity of setting, feeling, and association because of the changing urban environment. Such a finding disregards the historical setting and association inherent in the connection between the subject property and the adjacent office tower. The tower itself (3807 Wilshire Boulevard) was separately surveyed in 2010 by URS Corp. and found to be eligible at the national and state levels under Criteria C/3 for its "distinctive characteristics of the New Formalism

<sup>&</sup>lt;sup>2</sup> Crawford Historic Services. Resource record for Primary #19-190073 (633 S. Western Avenue). On File at the South Central Coastal Information Center.

architectural style."<sup>3</sup> New Formalism is an architectural style that was popular in the 1950s and 1960s. Typically used for cultural, institutional, and civic buildings, the style is fundamentally defined by a modern monumentality achieved via buildings set on a podium, with formal landscapes consisting of pools, fountains, and sculptures. The buildings themselves utilize travertine, marble, granite, and other smooth surfaces in simplified classical design featuring columns and piers, arches, colonnades, and entablatures. Despite the association of the tower and the subject property, SWCA believes the New Formalism style does not fit the subject property. As discussed later in this assessment, we believe the subject property is of the Corporate Modernism style with elements of Brutalism.

Historical resource surveys generally record and evaluate structures that are either 45 or 50 years old or older. Both 3807 Wilshire Boulevard and the subject property were constructed in 1967 and will reach 50 years of age this year (2017). For this reason, neither building appears to have been recorded or evaluated in the Historic Resources Survey of the Wilshire Center/Koreatown Recovery Redevelopment Project Area, conducted between 2007 and 2009 by PCR Services Corporation for the Community Redevelopment Agency of the City of Los Angeles.<sup>4</sup> This survey used a 45-year threshold for evaluating potential resources, and involved the visual examination of a total of 1,911 properties constructed before 1962. While the survey did not record 3807 Wilshire Boulevard or the subject property, it does include a recommendation for the development of preservation design guidelines for "areas that include important concentrations of properties that possess architectural character as a group but may not rise to the threshold of significance for formal designation as historic districts," known as 6Q zones. 3807 Wilshire Boulevard is included within a recommended 6Q zone, which spans the full length of Wilshire Boulevard included in the survey. The subject property is not included in the 6Q zone.

The Historic Resources Survey Report of the CPA was completed on behalf of OHR for SurveyLA.<sup>5</sup> The Survey Report was prepared by Architectural Resources Group (ARG) and conducted between December 2013 and January 2015. Although 3807 Wilshire Boulevard and the subject property were age-eligible for review in the survey, neither building is included in the list of individual resources that had been made public as part of the results of this survey.<sup>6</sup> Neither building is listed in the Los Angeles Historic Resources Inventory (www.historicplacesla.org).

Neither 3807 Wilshire Boulevard nor the subject property have been identified as of the date of this report by the LA Conservancy as one of the 715 Historic Places of Los Angeles County they have researched and recorded on their website.<sup>7</sup>

<sup>&</sup>lt;sup>3</sup> URS Corp. Resource record for Primary #19-189262 (3807 Wilshire Boulevard). On File at the South Central Coastal Information Center.

<sup>&</sup>lt;sup>4</sup> PCR Services Corp., Intensive Historic Resources Survey of the Wilshire Center And Koreatown Recovery Redevelopment Area, Los Angeles, California (Prepared for the Community Redevelopment Agency, City of Los Angeles, 2009).

<sup>&</sup>lt;sup>5</sup> Architectural Resources Group, *Historic Resources Survey Report: Wilshire Community Plan Area* (Prepared for SurveyLA, City of Los Angeles, Department of City Planning, Office of Historic Resources, January 2015).

<sup>&</sup>lt;sup>6</sup> Wilshire Individual Resources, accessed online at <u>http://preservation.lacity.org/sites/default/files/Wilshire%20CPA%20Individual%20Resources\_2.pdf</u>.

<sup>&</sup>lt;sup>7</sup> LA Conservancy, Historic Places of Los Angeles, accessed online at https://www.laconservancy.org/explore-la/historic-places.



Figure 1. Project vicinity map, 1:800,000 scale.



Figure 2. Project location on the USGS 7.5-minute quadrangle, Hollywood, California.



Figure 3. Project location on a 2016 aerial photograph with local streets, 1:1,830 scale.

## III. REGULATORY SETTING

This section includes a discussion of the applicable federal, state, and local laws, ordinances, regulations, and standards informing the identification of eligible historical resources.

#### **Federal Regulations**

#### National Register of Historic Places (NRHP)

The NRHP was established by the National Historic Preservation Act of 1966 as "an authoritative guide to be used by Federal, State, and local governments, private groups and citizens to identify the Nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment." (36 Code of Federal Regulations [CFR] 60.2). The NRHP recognizes properties that are significant at the national, state, and local levels. To be eligible for listing in the NRHP, a resource must be significant in American history, architecture, archaeology, engineering, or culture. Districts, sites, buildings, structures, and objects of potential significance must also possess integrity of location, design, setting, materials, workmanship, feeling, and association. A property is eligible for the NRHP if it is significant under one or more of the following criteria:

- Criterion A: It is associated with events that have made a significant contribution to the broad patterns of our history;
- Criterion B: It is associated with the lives of persons who are significant in our past;
- Criterion C: It embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction; and/or
- Criterion D: It has yielded, or may be likely to yield, information important in prehistory or history. Ordinarily cemeteries, birthplaces, or graves of historic figures, properties owned by religious institutions or used for religious purposes, structures that have been moved from their original locations, reconstructed historic buildings, and properties that are primarily commemorative in nature are not considered eligible for the NRHP, unless they satisfy certain conditions. In general, a resource must be 50 years of age to be considered for the NRHP, unless it satisfies a standard of exceptional importance.

In addition to meeting these criteria, a property must retain historic integrity, which is defined in National Register Bulletin 15 as the "ability of a property to convey its significance."<sup>8</sup> In order to assess integrity, the National Park Service recognizes seven aspects or qualities that, considered together, define historic integrity. To retain integrity, a property must possess several, if not all, of these seven qualities, which are defined in the following manner in National Register Bulletin 15:

- 1. Location the place where the historic property was constructed or the place where the historic event occurred;
- 2. Design the combination of elements that create the form, plan, space, structure, and style of a property;
- 3. Setting the physical environment of a historic property;

<sup>&</sup>lt;sup>8</sup> National Park Service. *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation* (Washington, D.C.: National Park Service, 2002).

- 4. Materials the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property;
- 5. Workmanship the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory;
- 6. Feeling a property's expression of the aesthetic or historic sense of a particular period of time; and
- 7. Association the direct link between an important historic event or person and a historic property.

#### **State Regulations**

### California Register of Historical Resources (CRHR)

Created in 1992 and implemented in 1998, the CRHR is "an authoritative guide in California to be used by state and local agencies, private groups, and citizens to identify the state's historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change."<sup>9</sup> Certain properties, including those listed in or formally determined eligible for listing in the NRHP and California Historical Landmarks numbered 770 and higher, are automatically included in the CRHR. Other properties recognized under the California Points of Historical Interest program, identified as significant in historical resources surveys or designated by local landmarks programs, may be nominated for inclusion in the CRHR. A resource, either an individual property or a contributor to a historic district, may be listed in the CRHR if the State Historical Resources Commission determines that it meets one or more of the following criteria, which are modeled on NRHP criteria:

- Criterion 1: It is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
- Criterion 2: It is associated with the lives of persons important in our past.
- Criterion 3: It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
- Criterion 4: It has yielded, or may be likely to yield, information important in history or prehistory.<sup>10</sup>

Resources nominated to the CRHR must retain enough of their historic character or appearance to convey the reasons for their significance. Resources whose historic integrity does not meet NRHP criteria may still be eligible for listing in the CRHR.

<sup>&</sup>lt;sup>9</sup> Public Resources Code, Sections 21083.2 and 21084.1.

<sup>&</sup>lt;sup>10</sup> Public Resources Code, Section 15024.1(c).

### Local Regulations

### Los Angeles Historic-Cultural Monuments (HCM)

Local landmarks in the City of Los Angeles are known as HCMs and are under the aegis of the City of Los Angeles Planning Department, Office of Historic Resources (OHR). An HCM, monument, or local landmark is defined in the Cultural Heritage Ordinance as follows:

Historic-Cultural Monument (Monument) is any site (including significant trees or other plant life located on the site), building or structure of particular historic or cultural significance to the City of Los Angeles, including historic structures or sites in which the broad cultural, economic or social history of the nation, State or community is reflected or exemplified; or which is identified with historic personages or with important events in the main currents of national, State or local history; or which embodies the distinguishing characteristics of an architectural type specimen, inherently valuable for a study of a period, style or method of construction; or a notable work of a master builder, designer, or architect whose individual genius influenced his or her age.<sup>11</sup>

#### Historic Preservation Overlay Zones (HPOZ)

As described by the City of Los Angeles OHR, the HPOZ Ordinance was adopted in 1979 and amended in 2004 "to identify and protect neighborhoods with distinct architectural and cultural resources, the City...developed an expansive program of Historic Preservation Overlay Zones... HPOZs, commonly known as historic districts, provide for review of proposed exterior alterations and additions to historic properties within designated districts." With regard to HPOZ eligibility, City of Los Angeles Ordinance No. 175891 states that features designated as contributing shall meet one or more of the following criteria:

- adds to the Historic architectural qualities or Historic associations for which a property is significant because it was present during the period of significance, and possesses Historic integrity reflecting its character at that time; or
- owing to its unique location or singular physical characteristics, represents an established feature of the neighborhood, community or city; or
- retaining the building, structure, Landscaping, or Natural Feature, would contribute to the preservation and protection of an Historic place or area of Historic interest in the City.<sup>12</sup>

Regarding effects on federal and locally significant properties, Los Angeles Municipal Code declares the following:

The department shall not issue a permit to demolish, alter or remove a building or structure of historical, archaeological or architectural consequence if such building or structure has been officially designated, or has been determined by state or federal action to be eligible for designation, on the National Register of Historic Places, or has been included on the City of Los Angeles list of historic cultural monuments, without the department having first determined whether the demolition, alteration or removal may result in the loss of or serious damage to a significant historical or cultural asset. If the department determines

<sup>&</sup>lt;sup>11</sup> Los Angeles Municipal Code, Section 22.171.7 (Added by Ordinance No. 178,402. Effective 4/2/07).

<sup>&</sup>lt;sup>12</sup> Los Angeles Municipal Code, Section 12.20.3.

that such loss or damage may occur, the applicant shall file an application and pay all fees for the California Environmental Quality Act Initial Study and Check List, as specified in Section 19.05 of the Los Angeles Municipal Code. If the Initial Study and Check List identifies the historical or cultural asset as significant, the permit shall not be issued without the department first finding that specific economic, social or other considerations make infeasible the preservation of the building or structure.<sup>13</sup>

### SurveyLA, City of Los Angeles Office of Historic Resources (OHR)

SurveyLA is a citywide survey of Los Angeles currently being managed and implemented by the City of Los Angeles OHR. Since its launch in 2007, SurveyLA staff, volunteers, and consultant teams have developed multiple-property documentation-driven historic context statements for themes and property types throughout Los Angeles. These contexts define associated themes, property types, eligibility standards, character-defining features, and integrity considerations to be used when evaluating properties.

## IV. RESEARCH AND FIELD METHODOLOGY

This evaluation was conducted and completed in accordance with the practices described in the Secretary of the Interior's *Standards and Guidelines for Historic Preservation*, including standards for planning, identifying, evaluating, and documenting resources. In addition, this report was prepared according to the requirements of the City of Los Angeles OHR for historical resource evaluations. Applicable national, state, and local level criteria were considered, as well as the context-driven methods and framework used by SurveyLA documentation efforts

SWCA conducted a California Historical Resources Information System (CHRIS) records search (within a 0.25-mile radius) at the South Central Coastal Information Center (SCCIC) at California State University Fullerton on April 18, 2017. In addition to official maps and records, the following sources of information were consulted as part of the records search:

- NRHP
- CRHR
- California State Historical Landmarks
- California Points of Historical Interest
- California Historic Resources Inventory (HRI)
- City of Los Angeles HCMs

The CHRIS records search indicates that Crawford Historic Services previously recorded the subject property in 2012, resulting in CHRIS Resource No. 19-190073. The recordation included a brief architectural description of the building and an evaluation under federal criteria. It determined the property was not eligible under Criteria A, B, C, and D.

<sup>&</sup>lt;sup>13</sup> Los Angeles Municipal Code, Section 91.106.4.5 (Permits for Historical and Cultural Monuments).

#### **Previously Recorded Resources**

Within a 0.25-mile radius of the subject property, eight (8) other resources have been identified and evaluated for historical significance.

Primary Number	Туре	Resource Name	Other Name and Address	Recorder and Year	Relationship to Subject Property
P-19-167277	Historic Building	Congregation B'nai B'rith	Wilshire Boulevard Temple 3663 Wilshire Boulevard	Buckwalter and Barasch 1981	Outside
P-19-170997	Historic Building	Pellissier Building with Wiltern Theater	Franklin Life Building 3780 Wilshire Boulevard	Gray 1977; Gray 2010; Daly 2011	Outside
P-19-173138	Historic Building	South Serrano Avenue Historic District	400 Block of South Serrano Avenue	Murphy 1987	Outside
P-19-187435	Historic Building	Cingular Telecommunica- tions Facility	634 South Gramercy Place	Taniguchi 2004	Outside
P-19-187436	Historic Building	Cingular Telecommunica- tions Facility	3921 Wilshire Boulevard	Taniguchi 2004	Outside
P-19-189262	Historic building	Pierce National Life Building	3807 Wilshire Boulevard	URS Corp. 2010	Associated/ Adjoined
P-19-188456	Historic Building	Palmer Building	535 South Gramercy Place	Crawford 2008	Outside
P-19-189818	Historic Building	LAC 182	3850 Wilshire Boulevard	Loftus 2011	Outside

Table 1. Previously Recorded Cultural Resources within 0.25 Mile-Radius of Subject Property

#### **Previously Conducted Cultural Resources Studies**

The CHRIS record search identified 21 previous cultural resource studies conducted within a 0.25-mile radius of the subject property. Of these, three (3) were conducted within at least a portion of the subject property, and were primarily associated with the Metro Red Line construction.

**Table 2.** Previously Conducted Cultural Resource Studies within 0.25-Mile Radius of Subject

 Property

SCCIC Report Number	Title of Study	Author	Year	Relationship to Subject Property
LA-01578	Technical Report Archaeological Resources Los Angeles Rapid Rail Transit Project Draft Environmental Impact Statement and Impact Report	Westec Services, Inc.	1983	Outside
LA-01968	Cultural Resources Literature Review of Metro Rail Red Line Western extension Alternatives, Los Angeles, Los Angeles County, California	Bissell, Ronald M.	1989	Outside
LA-03496	Draft Environmental Impact Report Transit Corridor Specific Plan Park Mile Specific Plan Amendments	Anonymous	Unknown	Outside
LA-05087	Cultural Resource Assessment for Pacific Bell Mobile Services Facility La 241-01, County of Los Angeles, CA	Duke, Curt	1999	Outside
LA-05336	Cultural Resources Assessment for Pacific Bell Wireless Facility Sm 919-01, County of Los Angeles, CA	Lapin, Philippe	2000	Outside

SCCIC Report Number	Title of Study	Author	Year	Relationship to Subject Property
LA-07339	Records Search Results and Site Visit for Sprint Telecommunications Facility Candidate La60x429c (Wilshire) 3921 Wilshire Boulevard, Los Angeles, Los Angeles County, California	Bonney, Wayne H. and Christeen Taniguchi	2004	Outside
LA-07562	Additional Information for Dseis, Core Study Alignments 1, 2, 3, 4, and 5	Greenwood, Roberta S.	1987	Outside
LA-07565	Technical Report Archaeology Los Angeles Rail Rapid Transit Project "Metro Rail" Core Study, Candidate Alignments 1 to 5	Greenwood, Roberta S.	1987	Outside
LA-07566	Technical Report Dseis, Core Study Alignments 1, 2, 3, 4, and 5	Hatheway, Roger G. and Peter, Kevin J.	1987	Outside
LA-07775	Direct and Indirect APE Historic Architectural Assessments for Sprint Telecommunications Facility Candidate La60xc429c (Wilshire) 3921 Wilshire boulevard, Los Angeles, Los Angeles County, California	Bonney, Wayne H.	2004	Outside
LA-8020	Technical Report: Cultural Resources Los Angeles Rail Rapid Transit Project "Metro Rail" Core Study	Southern California Rapid Transit District	1987	Within
LA-08251	Los Angeles Metro Red Line Project, Segments 2 and 3 Archaeological Resources Impact Mitigation Program Final Report of Findings	Gust, Sherri and Heather Puckett	2004	Outside
LA-09496	Cultural resources Records Search and Site Visit Results for T- Mobile USA candidate SV11718A (Palmer Building), 535 South Gramercy Place, Los Angeles, Los Angeles County, California	Bonnery, Wayne H. and Kathleen Crawford	2008	Outside
LA-10507	Technical Report- Historical/Architectural Resources- Los Angles Rail Rapid Transit Project "Metro Rail" Draft Environmental Impact Statement and Environmental Impact Report	Westec Services, Inc.	1983	Within
LA-11005	Westside Subway Extension Historic Property Survey Report and Cultural Resource Technical Report	Cogstone	2010	Outside
LA-11398	Cultural Resource Records Search and Site Survey, AT&T Site LAC182, Wilshire	Loftus, Shannon L.	2011	Outside
LA-11428	Historic Architectural Resource Inventory and Assessment, AT&T Site LAC182, Wilshire Western, 3850 Wilshire Boulevard, Los Angeles County, California 90005 CASPR# 3551278720	Loftus, Shannon	2011	Outside
LA-11642	Westside Subway Extension Project, Historic Properties and Archaeological Resources Supplemental Survey Technical Reports	Daly, Pam and Sikes, Nancy	2012	Outside
LA-11785	Final Environmental Impact Statement/Final Environmental Impact Report for the Westside Subway Extension	Rogers, Leslie	2012	Outside
LA-11997	Cultural Resources Records Search and Site Visit Results for T- Mobile West, LLC Candidate Sv00241A (LA241 Western Parking) 633 Western Avenue, Los Angeles County, California	Bonnery, Wayne	2012	OUtside

Further property and neighborhood-specific research was performed to confirm and/or inform building construction dates of the subject property and characterize the historical development of the surrounding area. In addition to reviewing building permits on file with the Los Angeles Department of Building and Safety (LADBS), the following digital archives and organizations were consulted in an effort to identify relevant historic photographs, newspaper articles, city directories, and maps:

- Los Angeles Public Library
- University of Southern California Digital Library
- Huntington Digital Library
- University of California Los Angeles Library, Digital Collections

- Online Archive of California
- Calisphere

As part of a Preliminary Historical Resource/Character Defining Assessment, Ms. Farr conducted a built environment survey of the subject property on December 15, 2016. For the current assessment, Ms. Nicolay conducted an intensive-level built environment survey of the subject property on April 18, 2017. The purpose of the survey was to identify and photograph the subject property and to inform its historical significance evaluation. The field survey consisted of a visual inspection of the existing building and any associated features. The building was recorded on California Department of Parks and Recreation (DPR) 523 series forms, which are included in Appendix B of this report. Ms. Nicolay also performed a reconnaissance survey of the surrounding area, in consideration of any potential historic districts and to identify other similar property types. All field notes, photographs, and records related to the current study are on file at the SWCA Pasadena office.

## V. ARCHITECTURAL DESCRIPTION

Located on the north-south border between Wilshire Center and Koreatown, respectively, the subject property features a three-level concrete parking garage designed in the Corporate Modern style with elements of Brutalism (Figures 4 through 10). The L-shaped property is flush with both S. Western Avenue on the east and with S. Manhattan Place on the west. The garage is also L-shaped in plan and appears to occupy the majority of the parcel. Constructed of concrete, its primary aesthetic attribute is a cast-concrete curtain wall that mimics the associated adjacent office tower: both structures were designed by Welton Becket & Associates, and they were constructed concurrently.

The upper two levels are masked on the east, west, and south elevations by the open concrete curtain wall. Borrowing from the design of the office tower, the curtain wall features a fenestration pattern consisting of a continuous band of openings whose height spans the two upper levels. The openings are divided in half by recessed concrete spandrel panels and feature curved upper and lower edges. Concrete frieze panels at the lower perimeter of the second level and at the upper perimeter of the third level give the building a strong horizontal emphasis.

While the north elevation abuts the adjacent buildings, the primary (east), west, and south elevations are visible. The primary elevation faces S. Western Avenue and the ground level features a general pattern of five structural bays alternating between solid and void. From south to north, the first bay features two enclosed commercial spaces, while the next bay features a half-height wall topped by metal security fencing. The third and fifth bays feature two-lane vehicle entries/exits presently secured by metal gates. The fourth bay appears to be boarded-up with a single entry. On the west elevation the ground level is divided into three bays, and the center bay provides vehicle entry and exit, with one lane in each direction. The outer two bays are enclosed by concrete walls that extend upwards behind the curtain wall. The south elevation abuts an alley and courtyard divided by a one-story covered pedestrian passage between the garage and office tower. West of the passage the ground level is enclosed by concrete block. East of the passage, facing the pedestrian courtyard, the ground level of the south elevation is partially obstructed by fencing and trees. However, it appears to be divided into three structural bays. The westernmost bay is enclosed by concrete wall (possibly block construction), while the middle bay is enclosed by fixed glass and double glass doors, accessed by four concrete steps. The easternmost bay is enclosed by fixed glass.

The subject property is located in an urbanized area, surrounded by buildings of varying heights and purposes. Immediately to the south is the twelve-story office tower, designed in conjunction with the garage, and two one-story retail buildings. To the north east is a four story commercial building and to the

northwest is an eight-level parking garage. Across from the subject property on both S. Manhattan Place and S. Western Avenue are mid-rise residential towers of over ten stories (Figures 7 through 10).

## VI. HISTORIC AND NEIGHBORHOOD CONTEXT

#### Wilshire Boulevard

The subject property is located in the Wilshire Center–Koreatown district of Los Angeles, directly north of Wilshire Boulevard, which has been one of the City's primary east–west thoroughfares from prehistory to the current day. Used by the Yang-Na Indians as a path to the La Brea tar pits, and known during the Spanish era as Camino Viejo, ("the old road"), Wilshire Boulevard was slow to develop until 1887, during a period of intense land speculation, when Ohio-born entrepreneur Henry Gaylord Wilshire and his brother William purchased 35 acres west of Westlake Park (later renamed MacArthur Park). The Wilshire brothers envisioned a luxurious subdivision anchored by a wide boulevard, and convinced the City to donate the land for Wilshire Boulevard, and to pass restrictions on heavy hauling, railroads, or streetcars. These restrictions, combined with the installation of concrete curbs and sidewalks, generous lots, palm trees, and views of Westlake Park and downtown, set the conditions for wealthy Angelenos to flock to the Wilshire district at the turn of the twentieth century.

Large apartment buildings, resort hotels, and commercial structures were constructed along Wilshire Boulevard through the 1910s and 1920s. In the late 1920s, commercial rezoning of the 25 blocks between Westlake Park and Western Avenue spurred rapid commercial development in the eastern part of the Wilshire district. Farther west, developer A.W. Ross began buying up land in an area considerably distant from downtown Los Angeles, between La Brea Avenue and Fairfax Avenue, and fostered the construction of the shopping district that would become known as Miracle Mile.

Large parking lots were built in support of the new commercial buildings on Wilshire Boulevard, and service stations, billboards, drive-up markets, and drive-up coffee shops popped up on nearly every major intersection. Recreational facilities, extravagant automobile dealerships, dining and dancing halls, social halls, and religious buildings were also constructed during this period of steady growth through the close of the 1930s.

While little commercial development occurred on Wilshire Boulevard during World War II, the post-war years saw the construction of luxurious department stores, clubs and restaurants, as well as large office buildings housing high-profile corporations. Wilshire Boulevard quickly gained a new reputation as a business center, and in 1957 the city lifted a 150-foot height limit, setting the stage for the construction of towering skyscrapers. Between 1966 and 1976, more than 22 high-rise office towers were built on Wilshire Boulevard, providing office space for such companies as Getty Oil Co., Ahmanson Financial Co., Beneficial Standard Life Insurance, Equitable Life Insurance, and Pierce National Life Insurance, in the building at 3807 Wilshire Boulevard. During this time, architecture firms such as Welton Becket and Associates, DMJM, I. M. Pei, William Pereira, and Edward Durrell Stone helped articulate Los Angeles' corporate modernist aesthetic.

Wilshire's reputation as a world-class business center began to wane in the 1980s, as corporations moved to less expensive and less congested sites in the San Fernando Valley and the Westside of Los Angeles. An infusion of capital from Korean investors resulted in a revival during the 1990s, and the Wilshire Center–Koreatown district remains a strong and diverse commercial center in Los Angeles.

#### Wilshire Center and Koreatown

The following presents an historical overview of the area surrounding the subject property; this material is excerpted from the *Historic Resources Survey Report: Wilshire Community Plan*.

By the 1910s, the Wilshire District was one of the city's most desirable suburbs, with much of what is now known as Wilshire Center and Koreatown platted out and under construction. A March 1914 *Los Angeles Times* article summarized the immense changes the area had seen:

Among the many phases of the tremendous development and growth of Los Angeles and surrounding territory in the past decade none has been more remarkable than the transition from low-priced barley fields to residence property valued at \$10,000 per acre in eight or ten years in the district west of Westlake Park...

All of the tracts have uniformly high-class improvements and restrictions. All the lots are large and two and three-story houses predominate over bungalows...<sup>14</sup>

Large single-family residences lined the main thoroughfare, with both single-family and multi-family buildings appearing on and near other major streets like Hoover Street and Vermont Avenue. The neighborhood also began to see large, luxurious apartment buildings, multi-story edifices rivaling the grand dwellings of New York. Resort hotels appeared, boasting glamorous rooms and vast, landscaped grounds. The Hershey Arms Hotel (no longer extant) in Westlake was the first of these major commercial developments on Wilshire Boulevard, marking the beginning of the end of single-family house construction on the boulevard itself. Large hotels and apartment buildings appeared farther and farther west along Wilshire into what is now Wilshire Center, marking the boulevard with multi-story buildings visible for miles around.

This part of Wilshire saw its most intense development from the late 1910s through the 1920s, especially in the area between Hoover Street and Western Avenue.<sup>15</sup> Development did not cease west of Western, as evidenced by street after street of intact 1910s-1920s residences in the Wilshire Park and Country Club Park HPOZs. It was encouraged by the growing streetcar system; the Los Angeles Railway ran lines into and through the Survey Area along West Sixth Street, West Eighth Street, Ninth Street, West Third Street, Tenth Street (later Olympic Boulevard), Pico Boulevard, Larchmont Boulevard, Vermont Avenue and Western Avenue. The streetcar expansion facilitated the movement of more and more people into the area and helped establish some of the first commuter suburbs in Los Angeles.

Single- and multi-family Craftsman neighborhoods, numerous bungalow courts, tall brick apartment houses, and abundant duplexes and fourplexes emerged. Many residents of the Wilshire district had the option of using either streetcars or automobiles for their daily travel. This pattern would continue west of the Wilshire Center and Koreatown neighborhoods through the 1920s and 1930s, producing block upon block of automobile suburbs in neighborhoods like Mid-Wilshire and Beverly-Fairfax. The open agricultural land dotted with oil derricks that once characterized the entire area between Los Angeles

<sup>&</sup>lt;sup>14</sup> Los Angeles Times, "From Barley Fields to Palatial Homes," March 29, 1914.

<sup>&</sup>lt;sup>15</sup> PCR Services Corp., 21-22.

and Santa Monica would soon become densely developed residential and commercial districts.

As the area of earliest development in the Wilshire CPA, Wilshire Center and Koreatown were originally dominated by wealthy Caucasian residents moving west from the older, more crowded part of town. Restrictive housing covenants in the deeds of newly-constructed houses ensured the neighborhoods stayed homogenous until after 1948 when such practices were deemed unconstitutional (although less formalized discrimination ensured minorities would encounter opposition to moving into some neighborhoods for years after that). Like the rest of west-central Los Angeles, the neighborhood became more economically and ethnically diverse from the 1950s onward, with a notable 1970s-1980s migration of Korean Americans that would make the southeastern part of the Wilshire CPA the center of the city's Korean community.

Los Angeles has had a small Korean population as early as the 1910s, when waves of immigrants began fleeing the Japanese occupation; by the 1930s, the city had a substantial Korean American community, mostly living in a small enclave to the south of what is now considered Koreatown.<sup>16</sup> A second wave of immigration from the 1950s to the 1970s greatly enlarged the Korean American presence in Los Angeles, and began to attract the attention of corporate investors as well as individuals. Between about 1970 and 1985, a fundamental shift occurred in the cultural makeup of a portion of the Survey Area as both Korean Americans and Latino Americans purchased and reused existing commercial buildings in the area around Olympic Boulevard and 8th Street. Much of the retail offerings both in Koreatown and in the rest of the Survey Area are now housed in another new building type: one to three-story strip malls, most of which replaced service stations that went out of business during the 1970s gas crisis. Koreatown is now one of the most densely populated neighborhoods in Los Angeles.<sup>17</sup> Its multiethnic makeup has shifted slightly away from Korean American dominance since the 1980s, with Latino Americans constituting the majority of its residents, but the neighborhood still has a highly visible Korean American presence.<sup>18</sup>

#### Pierce National Insurance Co.

The Pierce National Life Insurance Company was founded in 1927 by the five Pierce brothers of New York. William, first of the five to migrate west, arrived in Los Angeles in 1880. He was followed a year later by his brother Fred. That same year they established Pierce Bros., a livery stable located at Alameda and 16th Streets. As Los Angeles grew, the brothers realized they were often transporting the deceased and so began a venture aimed solely at this work. Fred and William were eventually joined by their brothers Edward, Robert, and Clarence. In 1902 Pierce Bros. moved to 8th and Flower Streets, opening a mortuary and a chapel. In 1924 the brothers sold the property and at 720 Washington Street built "the first full-service funeral home … in the city."<sup>19</sup> The Mission-style building survives to this day. The brothers soon saw the need to diversify within their business model. Recognizing that burial and life insurance would pair well with their offerings, the brothers established the Pierce Insurance Company in 1927.<sup>20</sup> In 1952 Pierce

<sup>&</sup>lt;sup>16</sup> PCR Services Corp., 28.

<sup>&</sup>lt;sup>17</sup> Los Angeles Times, Mapping LA: Population Density

<sup>(</sup>http://maps.latimes.com/neighborhoods/population/density/neighborhood/list/), 2014.

<sup>&</sup>lt;sup>18</sup> Architectural Resources Group, 14–16.

<sup>&</sup>lt;sup>19</sup> Cecelia Rasmussen, "A Lively Business in Funerals." *Los Angeles Times*, September 20, 1998.

<sup>&</sup>lt;sup>20</sup> Ibid.

Insurance Co. and Pierce Brothers Mortuary relocated to Valhalla Memorial Park Cemetery in North Hollywood.<sup>21</sup>

By 1959 there were four distinct companies associated with the Pierce family: Pierce Brothers Mortuary, Pierce Insurance Company, Pierce Brothers Crematorium, and Valhalla Memorial Park. At the time Pierce Brothers was the largest in the nation with "21 mortuaries and three cemeteries."<sup>22</sup> That same year, Pierce Brothers was sold to Houston financier Joseph L. Albritton. At the time Ralph A. Head was president of Pierce Life Insurance and Pierce Brothers Mortuary. In 1965, Head oversaw the construction of the new headquarters: the \$6.5 million, twelve-story Pierce National Life building at Wilshire Boulevard and S. Western Avenue. Head appointed Charles Dunn Co. to be the leasing agents.<sup>23</sup> Research suggests that Pierce Brothers Mortuary and Crematorium and Valhalla Memorial Park remained headquartered at the North Hollywood location. These facilities are still in operation today in North Hollywood under Dignity Memorial who also operate the original Pierce Brothers Westwood Funeral Park.

Albritton sold the company in 1991 to Service Corp. International. At the time, Pierce Brothers was the largest chain of mortuaries in the Los Angeles area. The company had sixty funeral homes, nine cemeteries, and eleven other funeral-related businesses, including Pierce Insurance Co.<sup>24</sup>

## VII. SITE HISTORY

The subject property is located on the north-south boundary between Wilshire Center and Koreatown, immediately north of Wilshire Boulevard. Consisting of Lots 3, 4, and 13 of Block H, Westminster Place Tract. Pierce National Life Insurance Co. acquired the property in September 1964.<sup>25</sup>

In February 1965, the City of Los Angeles issued Pierce National Life Insurance Co. a building permit for a three-story parking garage (Building Permit No. 85138; Table 3; Figures 4 through 11). The architect was Welton Becket & Associates. It was to measure 28,700 square feet and cost \$690,000. The L-shape plan would measure 133 feet along S. Western Avenue and 63 feet along S. Manhattan Place.<sup>26</sup> Two additional permits were issued, one in April and one in June, for revisions to shorings and footings, On June 29, 1965, the building permit was issued for the adjacent twelve-story office tower (Building Permit No. 98642). It noted that the parking garage was under construction. A July 1, 1965 Los Angeles Times article announced the construction of the \$3.5 million, twelve-story office tower. In August 1967, a permit was issued to add interior partitions and a suspended ceiling. These alterations are perhaps for the commercial spaces in the southeast corner of the building. Six days later, another permit was issued to demolish a "parking lot office building" measuring 10 feet by 20 feet. The permit noted the building was located on Lot 3, which is the southern of the two lots facing S. Western Avenue (Lot 4 to the north). In October 1967, a permit was issued to construct an interior vestibule and provision for a future elevator. A permit was issued for the elevator in July 1968.<sup>27</sup> No additional permits were found for the subject property. The overall appearance of the subject property at 633 S. Western Avenue remains substantially intact. Additional details on alterations are provided in Table 3, which lists all available building permits.

<sup>&</sup>lt;sup>21</sup> "New Chapel, Mortuary Opened by Pierce Bros." Los Angeles Times, October 22, 1952.

<sup>&</sup>lt;sup>22</sup> Rasmussen, "A Lively Business in Funerals."

<sup>&</sup>lt;sup>23</sup> "Contract Signed." Los Angeles Times, July 18, 1965.

<sup>&</sup>lt;sup>24</sup> Rasmussen, "A Lively Business in Funerals."

<sup>&</sup>lt;sup>25</sup> Los Angeles County Assessor.

<sup>&</sup>lt;sup>26</sup> Los Angeles Department of Building and Safety, Building Permit 85138, February 15, 1965.

<sup>&</sup>lt;sup>27</sup> Los Angeles Department of Building and Safety, Various dates.

Date	Permit Number	Owner	Architect	Builder	Cost	Description
June 29, 1965	98642	Pierce National Life Insurance Company	Welton Becket & Associates	Carter Company	\$3,500,000	<b>Construction:</b> Twelve-story office building. 106x124 ft, max height 160 ft.
February 15, 1965	88138	Pierce National Life Insurance Company	Welton Becket & Associates	Carter Company	\$690,000	<b>Construction:</b> Three-story parking garage. 133x63x209 ft, max height 39 ft. Concrete foundation, concrete walls and roof.
April 6, 1965	92109	Pierce National Life Insurance Company	Welton Becket & Associates	Carter Company	\$101	Construction: Revise footings and shorings.
June 2, 1965	96347	Pierce National Life Insurance Company	Welton Becket & Associates	Carter Company	\$500	<b>Construction:</b> Add shoring along northern property line
August 4, 1967	50796	Pierce National Life Insurance Company	Welton Becket & Associates	Carter Company	\$4,900	Alteration: Add interior partitions.
August 10, 1967	51402	Pierce National Life Insurance Company	_	Green Brothers, Inc	\$101	<b>Demolition:</b> Demolish parking lot office building within parking garage. 10x20 ft, max height 8 ft. Wood floor, stucco walls, and composition roof. Located on Lot 3.
October 10, 1967	54481	Pierce National Life Insurance Company	Welton Becket & Associates	Carter Company	\$7,400	<b>Alteration:</b> Construct interior vestibule and create provision for future elevator.
May 28, 1968	67527	Pierce National Life Insurance Company	Welton Becket & Associates	Carter Company	\$57,000	<b>Alteration:</b> Add elevator to parking garage. 4x8.5 ft.

#### **Table 3**. Building Permits on File with Los Angeles Department of Building and Safety



Figure 5. Primary (east) elevation, view facing west, 2017.



Figure 5. West elevation, view facing east, 2017.



Figure 6. South elevation, view facing east, 2017.



Figure 8. Overview of S. Western Avenue, view facing north, 2017.



Figure 8. Overview of S. Western Avenue, view facing south, 2017.



Figure 10. Overview of S. Manhattan Place, view facing north, 2017.



**Figure 10.** Overview of S. Manhattan Place, view facing south, 2017.

### Architects

#### Welton Becket & Associates

The Pierce National Life Insurance building at 3807 Wilshire Boulevard and the attached parking structure at 633 S. Western Avenue were designed by the firm of Welton Becket & Associates, one of the architectural firms that defined mid-century architecture in Los Angeles. Welton Becket & Associates is considered a master architecture firm by the City of Los Angeles.<sup>28</sup> Architect Welton David Becket was born in 1902 in Seattle, and received his architecture degree from the University of Washington in 1927. After a short period of study at the Ecole des Beaux-Arts in Fontainebleau and travel in Europe, Becket settled in Los Angeles permanently in 1933 and formed a partnership with established Los Angeles architect Charles F. Plummer and Washington classmate Walter Wurdeman. The trio garnered acclaim for their design of the Pan Pacific Auditorium in 1935, which facilitated commissions from prestigious clients from within Hollywood film circles.

After Charles F. Plummer's death in 1939, the firm incorporated as Wurdeman & Beckett. Wurdeman & Beckett expanded in the lead-up to World War II, and embraced a philosophy of "total design," in which clients allowed the firm to control all aspects of a design, including site planning, engineering, all interior work, finishes, fixtures, and landscaping, to achieve a unified and coherent building. Large projects completed in Los Angeles by Wurdeman & Becket during the post-war building boom include Bullock's Department Store (1944) in Pasadena; buildings for General Petroleum (now Pegasus Apartments, 1946); and Prudential Insurance (now Museum Square, 1947).

After Wurdeman's death in 1949, Becket renamed the firm Welton Becket & Associates, which grew to be one of the largest architectural firms in the United States. Welton Becket & Associates completed numerous well known and high-profile projects around Los Angeles, including such icons of mid-twentieth century Modernism as the Capitol Records Building (1956) and the Cinerama Dome (1964). They were also responsible for the Beverly Hilton Hotel (1955), Memorial Sports Arena (1959), Los Angeles International Airport Theme Building (1962, with Pereira & Luckman and Paul R. Williams), and the Federal Office Building in Los Angeles (1966, with Paul R. Williams and A.C. Martin & Associates). Welton Becket & Associates designed more than 25 buildings along Wilshire Boulevard alone, helping to define post-war modern architecture in Los Angeles.

Welton Becket died in Los Angeles on January 16, 1969, and leadership of the firm was assumed by his son, MacDonald. In 1987, the firm was acquired by Ellerbe Associates and was renamed Ellerbe Beckett, Inc.

## VIII. ARCHITECTURAL STYLE: CORPORATE MODERNISM WITH ELEMENTS OF BRUTALISM

The subject property and the associated building at 3807 Wilshire Boulevard are designed primarily in the Corporate Modern style, with elements of Brutalism. Corporate Modernism was the predominant style of large-scale commercial designs of the late 1950s and 1960s.<sup>29</sup> Like the Modernist domestic architecture of the same period, Corporate Modernism was designed to express the structure of the building in its outward appearance. Commercial office tower architecture of the 1950s and 1960s is generally characterized by a tight integration of materials, construction systems, and aesthetic minimalism. Corporate Modernism

<sup>&</sup>lt;sup>28</sup> Bruce Emerton, *Built by Becket* (Los Angeles: Los Angeles Conservancy, Modern Committee, 2003) and Teresa Grimes, "Welton Becket and Associates" an excerpt from Historic American Building Survey. Music Center (http://www.musiccenter.org/mobile/About-Us/?depth=2&srcid=1167).

<sup>&</sup>lt;sup>29</sup> Historic Resources Group and Pasadena Heritage, *Cultural Resources of the Recent Past Historic Context Report* (Prepared for the City of Pasadena, October 2007).

became the accepted look for America's office buildings based upon a stylistic preference for perceived modernity and practicality, and because of its overall economy of construction. In plan, a regular structural grid enables the creation of large, flexible interior spaces that can accommodate a variety of functions. This adaptability was welcome in office buildings where tenants changed frequently. At the exterior, Corporate Modern style buildings generally take one of two forms. The first features a single or central windowless shaft, flanked by one or more radiating wings banded with windows. Structural supports may be accentuated with protruding steel piers. Exterior decoration is often limited. Local firms that worked in this style include Pereira & Luckman, Wurdeman & Becket, Smith & Williams, and Ladd & Kelsey. An alternate form, on display at 3807 Wilshire Boulevard, is characterized by soaring rectangular volumes and the generous use of glass. Character-defining features of Corporate Modernism that are incorporated in some degree into the design of 3807 Wilshire Boulevard and the related building at 633 S. Western Avenue include rectangular volumes; concrete, steel and glass construction materials; horizontal bands of windows or glass curtain walls; steel framing accentuated with protruding steel piers or I-beam mullions; an articulate ground story, often set back behind slender columns or *pilotis*; and a set-back siting, often on a plaza or formal garden.

In addition to Corporate Modernism, both 3807 Wilshire Boulevard and, even more so, the building at 633 S. Western Avenue include elements of Brutalism. The term "Brutalism" is broadly applied to buildings that employ *béton brut*, or "raw concrete," often revealing the texture of the rough wooden formwork as an expression of the nature of the material. The style is characterized by an appearance of weight and massiveness, and a sense of permanence which made it popular for governmental, educational, and financial buildings throughout the 1960s and 1970s. Architects who worked locally in the style include, Welton Becket and Associates, William Pereira, and Skidmore Owings & Merrill. Character-defining features of Brutalism that are incorporated into the design of 3807 Wilshire Boulevard and the related building at 633 S. Western Avenue include rough, unadorned poured concrete construction; heavy blockish shapes; geometrical patterns, which can be repetitious or irregular; prefabricated concrete panels with exposed joinery; windows as voids in an otherwise solid volume; and raised plazas and base articulation.

## IX. EVALUATION

## SurveyLA

Although SurveyLA's frameworks of Context/Theme/Property Type were referenced in evaluating the historical significance of the subject property, the applicable eligibility standards for appropriate Contexts/Themes/Property Types are presently unpublished. Two frameworks were identified; the first: "Commercial Development, 1850–1980" Context, "The Rise of Corporations and Corporate Types, 1945–1980" Theme, "High Rise Office" Property Type; and the second: "Architecture and Engineering, 1850–1980" Context, "LA Modernism, 1919–1980" Sub-Context, "Postwar Modernism, 1946–1976" Theme, "Corporate International, 1946–1976" and "Mid-Century Modern, 1945–1970" Sub-Themes.

## NRHP, CRHR, and HCM Eligibility

The subject property appears to be significant at the state and local levels; it is eligible for listing in the CRHR and eligible as a Los Angeles HCM under Criteria 3/3 as an extant representative example of work by Welton Beckett & Associates. The property is not eligible at the national level, under NRHP Criterion C. The firm is one of the most influential firms in Los Angeles and is considered a master architecture firm by the City. Welton Becket & Associates designed and constructed 25 major buildings on Wilshire Boulevard alone, several of which have been determined to be historically significant in prior surveys, including 3348 Wilshire Boulevard (1957), 3600 Wilshire Boulevard (1961), and 3435 Wilshire Boulevard (1969).<sup>30</sup> Although the subject property and associated office tower were completed late in Becket's career,

<sup>&</sup>lt;sup>30</sup> PCR Services Corp., 98.

two years before his death, Becket worked consistently up until his death, and later-constructed buildings by the firm have previously been determined historically significant.

Research did not reveal that the property had a direct association with a significant event/pattern of history (Criterion A/1/1). Neither the property nor its associated tower appear to have had significant roles in the commercial development of Wilshire Boulevard, Wilshire Center, or Chinatown. Nor did research reveal an association with an important person (Criterion B/2/2). Lastly, the property does not appear to offer potential for additional historical insight (Criterion D/4/4).

### Integrity

The subject property has not undergone any substantial alterations to its materiality, use, or setting that would render it unable to convey its historic appearance and significance. Unspecified alterations have been made to the bays of the first floor level of the primary (east) façade which appear to include addition of light box and blade signs, and potentially some infill. However, the building as a whole retains all seven aspects of integrity, including location, design, setting, materials, workmanship, feeling, and association.

### **Character Defining Features**

#### 3807 Wilshire Boulevard

- Twelve-story height and square footprint
- Rectangular massing, including flat roof
- Office use
- Cast-concrete exterior frame with molded profile
- Fixed windows with anodized aluminum mullions
- Solid concrete frieze with raised letters reading "Pierce National Life"
- Recessed ground-floor level profile at the primary (south) and north façades, with continuous glazing
- Structural concrete piers at the ground floor level
- Commercial use at the ground floor level of the east façade, with projecting profile
- Location of the primary entrance at the primary (south) façade
- Location of the secondary entrance at the north façade, which provides pedestrian access to the subject property

#### 633 S. Western Avenue

- Three-story height and L-shaped footprint
- Rectangular massing, including parapet which conceals a sloped roof and conveys rectangular massing
- Parking use
- Cast-concrete façade
- Fenestration pattern at the second and third floor levels, including continuous bands of openings with curved upper and lower edges, at the primary (east), south, and west façades, separated by recessed concrete spandrel panels
- Concrete frieze panels at the lower perimeter of the second floor level and at the upper perimeter of the third floor level, which give the building a strong horizontal character
- General pattern of structural bays the first floor level of the primary (east) and west façades, which alternate between solid and void
- Commercial use at the ground floor level

• Location of the pedestrian entrance at the south façade, which provides pedestrian access to 3807 Wilshire Boulevard

#### Setting

- Spatial arrangement of the courtyard between 633 S. Western Avenue and 3807 Wilshire Boulevard, including open distance between the two buildings
- Shelter awning between the two entrances to the buildings, supported by square posts with corner reveals
- Orthogonally-patterned paving
- Bracketed seating area, including two L-shaped benches
- General landscape plan, including mature trees

The commercial space on the north façade of 3807 Wilshire Boulevard, west of the secondary entrance, has undergone extensive alterations and is not considered a character defining feature of the building. The elevator is not an original feature.

## PART II: SECRETARY STANDARDS ANALYSIS I. PROPOSED PROJECT

The proposed project will retain the existing three-story building at the subject property, which will continue its current use as parking with ground floor level retail. A new podium will be constructed above the existing roof-level parking, above which there will be four new floor levels, consisting of 132 studio apartments arranged along double-loaded corridors. A rooftop penthouse will include a fitness center and club room, and there will be three roof decks. The completed project will be approximately 95 feet 2 inches in height (plus 5 feet for the elevator appurtenance).

The volume of new construction will be offset from the volume of the existing building by approximately 10 feet to the south, which will enable the existing building to continue to convey a portion of its historic height and massing. This offset will reduce the open distance of the courtyard between the subject property and 3807 Wilshire Boulevard by approximately 10 feet.

At the primary (east) elevation, a new one-story bay will be constructed at the far left (south) of the ground floor level, which will be primarily glass and will include a new residential entrance. The remainder of the ground floor level will retain its existing pattern of alternating solid and void structural bays, but the bays will be reconfigured to include metal mesh cladding at left and a new retail storefront at center. The existing vehicular entrance at right will be retained. The second and third floor levels of the primary (east) elevation will be retained, including the character-defining band of fenestration and concrete frieze panels. The concrete, which is currently painted white, will be repainted dark grey.

New construction begins above the third floor level and reflects the 10-foot offset described above. At the primary (east) elevation, new construction projects approximately 2 feet east from the plane of the existing elevation. Bays are organized by a white plaster frame with slightly curved openings, the form of which references the concrete frame at 3807 Wilshire Boulevard. Within the bays, the fourth floor level includes dark grey metal mesh and yellow rain screen panels, which partially mask the existing building's parapet, and the fifth through eighth floor levels include residential fenestration and balconies, characterized by a mix of flush and recessed white and colored plaster panels, dark grey vinyl doors and windows, reflective plaster that will resemble glass, and glass half walls.

At the secondary (west) elevation, no alterations will be made to the existing building other than repainting the concrete dark grey. New construction is offset from the massing of the existing building by approximately 10 feet at the north (left) and approximately 2 feet at the south (right). New construction at this elevation replicates all of the design and material elements previously described at the primary (east) elevation.

At the south elevation, as discussed above, new construction will expand the footprint of the building approximately 10', which will reduce the area of the courtvard between the two buildings. Courtvard elements which will be demolished include the canopy that connects the existing building to 3708 Wilshire Boulevard, the concrete steps which lead to existing ground floor retail, two planter beds, including mature trees therein, and a stand-alone air conditioner unit. While most of the south wall of the existing building will be retained, portions of the wall will be demolished in advance of the construction of a new elevator shaft, stair tower, and garage access doors. The door that presently provides passage to 3708 Wilshire Boulevard will be removed, and a new door will be constructed several feet to the south. New construction at the south facade will include a residential lobby at the first floor level, clad in plaster with no windows. A new elevator shaft and stair tower will connect the ground floor level with upper levels of the existing building, and new residential units above the fourth floor level. A courtyard will be cut into the massing of new construction above the fourth floor level, closer to the east side of the building. The fenestration pattern previously described at the east and west elevations wraps around the corners of the building on to the south elevation, while fenestration at the middle section of the south elevation will be somewhat simpler, with two-lite dark grey vinyl windows at the fifth through eighth floor levels and larger, single pane windows at the roof penthouse.

The proposed project includes no changes to the north elevation of the existing building, which is flush with the lot line and an adjacent building. New construction is set back from the massing of the existing building by approximately 10'. As described at the south elevation, the fenestration pattern at the east and west elevations wraps around the corners of the building on to the north elevation, and the fenestration at the middle section will be somewhat simpler, with residential balconies and two-lite dark grey vinyl windows at the fifth through eighth floor levels, and larger, single pane windows at the roof penthouse.

## II. SECRETARY OF THE INTERIOR'S STANDARDS ANALYSIS

The Secretary of the Interior's Standards for Rehabilitation & Guidelines for Rehabilitating Historic Buildings (Standards) provide guidance for reviewing proposed work on historic properties, with the stated goal of making possible "a compatible use for a property through repair, alterations, and additions while preserving those portions or features which convey its historical, cultural, or architectural values."<sup>31</sup> The Standards are used by Federal agencies in evaluating work on historic properties. The Standards have also been adopted by local government bodies across the country for reviewing proposed rehabilitation work on historic properties under local preservation ordinances. The Standards are a useful analytic tool for understanding and describing the potential impacts of substantial changes to historic resources. Projects that comply with the Standards benefit from a regulatory presumption that they would have a less-thansignificant adverse impact on a historic resource.<sup>32</sup> Projects that *do not* comply with the Standards may cause either a substantial or less-than-substantial adverse change in the significance of a historic resource.

The Standards offers four sets of standards to guide the treatment of historic properties: Preservation, Rehabilitation, Restoration, and Reconstruction. The four distinct treatments are defined as follows:

<sup>&</sup>lt;sup>31</sup>National Park Service, *The Secretary of the Interior's Standards for Treatment of Historic Properties*, accessed online at <u>https://www.nps.gov/tps/standards.htm</u> on May 4, 2017.

<sup>&</sup>lt;sup>32</sup> CEQA Guidelines subsection 15064.5(b)(3).

**Preservation:** The Standards for Preservation "require retention of the greatest amount of historic fabric, along with the building's historic form, features, and detailing as they have evolved over time."

**Rehabilitation:** The Standards for Rehabilitation "acknowledge the need to alter or add to a historic building to meet continuing new uses while retaining the building's historic character."

**Restoration:** The Standards for Restoration "allow for the depiction of a building at a particular time in its history by preserving materials from the period of significance and removing materials from other periods."

**Reconstruction**: The Standards for Reconstruction "establish a limited framework for recreating a vanished or non-surviving building with new materials, primarily for interpretive purposes."

Typically, one set of standards is chosen for a project based on the project scope. In this case, the proposed project scope is seeking to alter a historic building to continue its existing use. Therefore, the *Standards for Rehabilitation* will be applied.

The following analysis applies the *Standards for Rehabilitation* to the proposed project as described above. The analysis focuses on aspects of the proposed project that relate to historic, character-defining features of the building, which are described in Part I, Section IV of this report.

# **Rehabilitation Standard 1:** A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.

*Discussion:* 633 S. Western Avenue was constructed as a parking garage with ground floor retail and will continue in this use when the proposed project is complete. The proposed project will introduce a new residential use to the site. Overall, new construction for this use will require minimal changes to the distinctive materials, features, and spaces of the subject property. The proposed project will remove the canopy that connects the existing building to 3708 Wilshire Boulevard, which is a distinctive feature of the building. It will also require a change the spatial relationships that characterize the property, both in the addition of four new floor levels above the massing of the subject property, and in the expansion of the footprint of the subject property along the south elevation. This new construction will change the spatial relationship of the building itself as well as the spatial relationship of the subject property, and the open distance between the subject property and 3708 Wilshire Boulevard are character defining features of the building which will be changed by the proposed project.

Overall, while the proposed project retains the historic use of the subject property and requires minimal changes to the distinctive materials, features, and spaces of the subject property, it will introduce a new use to the site which will require changes to some of the character-defining features and spatial relationships of the subject property. Therefore the proposed project is not in full compliance with Rehabilitation Standard 1.

**Rehabilitation Standard 2:** The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize the property will be avoided.

*Discussion:* As introduced in the discussion of Standard 1, the proposed project will retain and preserve most of the subject property's distinctive materials, features, and spaces. The proposed project will retain the general pattern of structural bays at the street level; the distinctive fenestration pattern at the upper floor levels; the frieze panels; and all of the building's cast-concrete façade. While portions of the concrete frieze

panel at the upper perimeter of the third floor level will be clad in metal mesh covering, the frieze will be retained. The three story height and rectangular massing of the subject property will also be retained and will remain visible as a result of the offset design of new construction. Additionally, the building will retain parking and retail use, which will result in minimal changes to the interior spaces of the subject property.

However, the construction of four new floor levels above the existing massing of the subject property will alter the spatial relationship of the subject property, and the offset design of new construction will change the spatial relationship of the building itself as well as the spatial relationship of the courtyard between the subject property and 3708 Wilshire Boulevard. Additionally, the canopy that connects the existing building to 3708 Wilshire Boulevard is considered a character-defining feature of the setting of the subject building, and it will be removed. Likewise, the landscape plan in the courtyard is considered a character-defining feature of the setting of the subject building, portions of which will be removed.

Overall, while the majority of the distinctive materials, features, spaces of the subject property will be retained and preserved by the proposed project, the proposed project will remove some landscape features and alter some spatial relationships that characterize the property. Therefore, the proposed project is not in full compliance with Rehabilitation Standard 2.

**Rehabilitation Standard 3:** Each property will be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historical properties, will not be undertaken.

*Discussion:* The proposed project does not introduce any conjectural features or elements from other historical properties that would create a false sense of historical development. All new construction will be recognizable as modern design and materials, and will not to create a false sense of historical development by appearing to be part of the building's original construction.

Overall, the proposed project does not include changes that will create a false sense of historical development. Therefore, the proposed project is in compliance with Rehabilitation Standard 3.

**Rehabilitation Standard 4:** Changes to a property that have acquired significance in their own right will be retained and preserved.

*Discussion:* The subject property has been determined through evaluation to have a period of significance of 1965, reflecting the year it was constructed. No elements of the subject property that postdate this period of significance have acquired historic significance in their own right. Because of this, the proposed project does not cause changes to any such elements. Therefore, the proposed project is in compliance with Rehabilitation Standard 4.

**Rehabilitation Standard 5:** *Distinctive materials, features, finishes and construction techniques or examples of craftsmanship that characterize a property will be preserved.* 

*Discussion:* As introduced in the discussion of Standards 1 and 2, the proposed project will retain and preserve the majority of the subject property's distinctive materials and features. Demolition is confined to the ground floor level of the primary (east) elevation; portions of the south elevation; and two planter beds and a stand-alone air conditioner unit in the courtyard between the existing building and 3708 Wilshire Boulevard. While changes to the elevations remove some of the building's material, the areas where the building's material could be considered characteristic, as at the fenestration pattern and frieze panels at the upper floor levels of the elevations, will be preserved. Likewise, while the planter beds contribute to the setting that characterizes the building, the two planter beds that will be removed do not, when considered alone, constitute a distinctive feature of the building. With regard to distinctive finishes or examples of craftsmanship, the subject property was constructed as a parking garage and for this reason it does not

include finishes or examples of craftsmanship which could be described as distinctive. The subject property's only truly distinctive features are the fenestration pattern and the concrete frieze panels, which will be retained. Overall, the proposed project preserves the modest distinctive features and materials of the subject property, and for this reason is in full compliance with Rehabilitation Standard 5.

**Rehabilitation Standard 6:** Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.

*Discussion:* There are no distinctive features of the subject property that are deteriorated to such a degree that they need to be repaired or replaced, and the proposed project does not include any repair or replacement of any distinctive features of the subject property. Therefore, the proposed project is in compliance with Rehabilitation Standard 6.

**Rehabilitation Standard 7:** *Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.* 

*Discussion:* The subject property will be cleaned in advance of painting. The project sponsor should retain a building cleaner who is familiar with cleaning historic materials and will use the gentlest means possible that will not cause damage to historic materials. Presuming these procedures are followed, the proposed project is in compliance with Rehabilitation Standard 7.

**Rehabilitation Standard 8:** Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measure will be undertaken.

*Discussion:* The proposed project does not include extensive excavation work. If archaeological material is encountered during the course of general construction for the proposed project, construction should be halted and standard procedures for treatment of archaeological materials should be adhered to. Presuming these procedures are followed in the case of an encounter with archaeological material, the proposed project is in compliance with Rehabilitation Standard 8.

**Rehabilitation Standard 9:** New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and environment.

*Discussion:* As introduced in the discussion of Standards 1, 2, and 5, new construction included in the proposed project will not destroy the historic materials or features that characterize the subject property. However, as also previously introduced, the construction of four new floor levels atop the existing building, offset approximately 10 feet to the south of the footprint of the existing building, will change the historic spatial relationship that characterizes the subject property. Additionally, the removal the canopy that connects the existing building to 3708 Wilshire Boulevard and of two planter beds in the courtyard and the mature trees therein will destroy a portion of the setting, and the general landscape plan in the courtyard between the subject property and 3708 Wilshire Boulevard, which is a character-defining feature of the setting of the building.

New construction will be differentiated from the subject property through the use of contemporary design and materials. The offset design of the massing of new construction enables the historic three story height and rectangular massing of the subject building to remain visible. Materials will be white plaster, dark grey metal mesh, yellow rain screen panels, white and colored plaster panels, dark grey vinyl doors and windows, glass half walls and reflective plaster, all of which will be visually discernable from the historic concrete material of the subject property.

New construction includes design and material elements that convey compatibility with the historic materials of the subject building and the adjacent building at 3708 Wilshire Boulevard. The dominant design feature of the proposed project is a white plaster frame with slightly curved openings, which references the concrete frame at 3807 Wilshire Boulevard in a subtle way without attempting to completely replicate the existing building or create a falsely historical style. The overall massing of new construction appears compatible with the subject building and the adjacent building at 3708 Wilshire Boulevard, which is 12 stories tall and will retain its visual dominance at the site. Likewise, although the proposed project removes a portion of the courtyard between the subject property and 3708 Wilshire Boulevard, changing the setting of the subject property, the majority of the courtyard will remain in place and the majority of the features in the courtyard will be unaffected by new construction.

In sum, the proposed project will not destroy the majority of historic materials or features of the subject building; is differentiated from the historic portions of the building; and includes design and material elements which convey compatibility with the historic portions of the building. However, the proposed project does introduce a change to the spatial relationship of the building and the setting, and for this reason, the proposed project is not in full compliance with Rehabilitation Standard 9.

**Rehabilitation Standard 10:** New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

*Discussion:* Alterations and new construction included in the proposed project will be undertaken in such a manner that if they are removed in the future, the essential form and integrity of the original building would be unimpaired. As introduced in the discussion of Standards 1, 2, 5, and 9, the proposed project will retain and preserve the majority of the subject property's distinctive materials and features, and demolition is confined to materials within the first floor level bays at the primary (east) façade, portions of the south façade that do not include character-defining material features, the canopy that connects the existing building to 3708 Wilshire Boulevard, and two planters within the courtyard between the subject property and 3708 Wilshire Boulevard. All of the portions of the building as well as the planters that are being demolished as part of the proposed project are constructed of simple concrete and reflect a utilitarian design; as such, these could be easily be reconstructed if the proposed project were reversed in the future.

Overall, all aspects of the proposed project could be reversed if so desired in the future, such that the essential form and integrity of the historic property and its environment would be unimpaired. Therefore, the proposed project is in compliance with Rehabilitation Standard 10.

**Summary of Standards Compliance**: The proposed project is in compliance with Rehabilitation Standards 3, 4, 5, 6, 7, 8, and 10. The proposed project is not in full compliance with Rehabilitation Standards 1, 2, and 9. Projects that do not fully comply with the *Secretary's Standards* may or may not cause a substantial adverse change in the significance of a historic resource. An analysis of the degree of project-specific impacts is included in the following section of this report.

## **III. IMPACTS ANALYSIS AND MITIGATION**

The California Environmental Quality Act (CEQA) requires lead agencies to analyze whether historical resources may be adversely impacted by proposed projects. Under the State CEQA Guidelines, a "project that may cause a substantial adverse change in the significance of an historical resource is a project that may have significant effect on the environment" and continues to clarify that "an historical resource is a

resource listed in, or determined to be eligible for listing in, the California Register of Historical Resources.<sup>33</sup> This requires two questions to be answered: first, does the proposed project involve an historical resource(s), and second, if an historical resource(s) are present, does the proposed project pose potential "substantial adverse change in the significance" of that resource.<sup>34</sup>

State CEQA Guidelines specify that a "substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired."<sup>35</sup> Material impairment occurs when a project alters in an adverse manner or demolishes "those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion or eligibility for inclusion in the California Register of Historical Resources."<sup>36</sup> In addition, the "direct and indirect significant effects of the project on the environment shall be clearly identified and described, giving due consideration to both the short-term and long-term effects."<sup>37</sup>

The following guides and requirements are of particular relevance to this study's analysis of indirect impacts to historic resources. Pursuant to State CEQA Guidelines, study of a project under CEQA requires consideration of "the whole of an action, which has the potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment."<sup>38</sup> State CEQA Guidelines further define direct and indirect impacts:

- A direct physical change in the environment is a physical change in the environment, which is caused by and immediately related to the project.
- An indirect physical change in the environment is a physical change in the environment, which is not immediately related to the project, but which is caused indirectly by the project. If a direct physical change in the environment in turn causes another change in the environment, then the other change is an indirect physical change in the environment.
- An indirect physical change is to be considered only if that change is a reasonably foreseeable impact, which may be caused by the project.<sup>39</sup>

#### Analysis of Direct Impacts and Mitigation

The analysis below describes and evaluates the direct project impacts of the proposed project on the significance of the historic resource at the subject property.

**Impact 1.0:** New construction included in the proposed project will change the height and the footprint of the subject property, which impacts the building's character-defining spatial relationships. (Significant Impact: Less-than-Significant Impact with Mitigation Measure 1.0)

**Discussion:** The addition of four new floor levels above the massing of the subject property and the change to the footprint of the building will change the spatial relationship of the building. The height and massing of the subject property are character-defining features of the building that will be significantly impacted by

<sup>34</sup> Ibid.

- <sup>38</sup> State CEQA Guidelines, Section 15378(a).
- <sup>39</sup> State CEQA Guidelines, Section 15064(d).

<sup>&</sup>lt;sup>33</sup> Public Resources Code, Section 21084.1.

<sup>&</sup>lt;sup>35</sup> State CEQA Guidelines, Section 15064.5(b).

<sup>&</sup>lt;sup>36</sup> Ibid.

<sup>&</sup>lt;sup>37</sup> State CEQA Guidelines, Section 15126.2(a).

the proposed project. The addition of four new floor levels is necessary for the proposed project to meet its objectives, and any partial reduction of the height of new construction included in a project revision would still change the height of the building and thus represent a significant impact to the subject property. Therefore, the proposed project will have a significant impact on the subject property.

Mitigation Measure 1.0: The project sponsor should commission the preparation of Historic American Building Survey (HABS) photographs of the subject property, and an accompanying HABS Historical Report. The contents of the report should include an architectural description, historical context, and statement of significance, per HABS Historical Report Standards. HABS documentation should provide the appropriate level of visual documentation and written narrative based on the importance of the resource (types of visual documentation typically range from producing a sketch plan to developing measured drawings and view camera (4 x 5") black-and-white photographs). The appropriate level of HABS documentation and written narrative should be determined in consultation with staff of the Los Angeles Department of City Planning, Office of Historic Resources, and reviewed by that office for completeness. The documentation should be completed by a qualified architectural historian or historian who meets the Secretary of the Interior's Professional Qualifications Standards for History and/or Architectural History. The original archival-quality documentation should be offered as donated material to repositories that will make it available for current and future generations, including SCCIC at California State University, Fullerton, Archival copies of the documentation also should be submitted to local research repositories, archives, and libraries. This improvement measure would create a collection of preservation materials that would be available to the public and inform future research. In this way, documentation of the affected properties and presentation of the findings to the community could reduce the impact of the proposed project on the historical resource to Less-than-Significant.

**Impact 2.0:** New construction included in the proposed project will change the footprint of the subject property, which will change the open distance within the courtyard between the subject property and 3708 Wilshire Boulevard, which impacts the courtyard's character-defining spatial relationships. (Significant Impact: Less-than-Significant Impact with Mitigation Measure 2.0)

**Discussion:** The change to the footprint of the building will change the spatial relationship of the courtyard between the subject property and 3807 Wilshire Boulevard. The spatial arrangement, including the open distance, within the courtyard between the subject property and 3807 Wilshire Boulevard is a character defining feature of the setting of the subject property that will be significantly impacted by the proposed project. The courtyard conveys the historic relationship between 3807 Wilshire Boulevard and the subject property, which was constructed concurrently to serve as the larger building's parking garage. Both buildings were designed by Welton Beckett and Associates, and the courtyard is a modest yet prototypical design element used by the firm in their Corporate Modern and Brutalist office building designs. The expansion of the footprint of 633 S. Western Avenue into the space of the courtyard changes the spatial relationship of the courtyard, both by reducing the open space and by eliminating the symmetrical arrangement within the courtyard.

**Mitigation Measure 2.0:** The project sponsor should commission the preparation of Historic American Landscape Survey (HALS) photographs of the courtyard, and an accompanying HALS Historical Report. The contents of the report should include a description of the landscape, historical context, and statement of significance, per HALS Historical Report Standards. HALS documentation should provide the appropriate level of visual documentation and written narrative based on the importance of the resource (types of visual documentation typically range from producing a sketch plan to developing measured drawings and view camera (4 x 5") black-and-white photographs). The appropriate level of HALS documentation and written narrative should be determined in consultation with staff of the Los Angeles Department of City Planning, Office of Historic Resources, and reviewed by that office for completeness. The documentation should be completed by a qualified architectural historian or historian who meets the Secretary of the Interior's Professional Qualifications Standards for History and/or Architectural History.

The original archival-quality documentation should be offered as donated material to repositories that will make it available for current and future generations, including SCCIC at California State University, Fullerton, Archival copies of the documentation also should be submitted to local research repositories, archives, and libraries. This improvement measure would create a collection of preservation materials that would be available to the public and inform future research. In this way, documentation of the affected landscape and presentation of the findings to the community could reduce the impact of the proposed project on the historical resource to Less-than-Significant.

**Impact 3.0:** New construction included in the proposed project will change the footprint of the subject property, which will require the removal some historic character defining materials and features, including the canopy that connects the existing building to 3708 Wilshire Boulevard, and elements of the courtyard, namely two planter beds and mature trees therein. These changes will impact the the subject building, and the courtyard's character defining general landscape plan. (Significant Impact: Less-than-Significant Impact with Mitigation Measure 2.0; Incorporation of Project Improvement Measure 1.0 is recommended)

**Discussion:** The change to the footprint of the building will require the removal some historic character defining materials and features of the courtyard between the subject property and 3807 Wilshire Boulevard, namely the canopy that connects the existing building to 3708 Wilshire Boulevard and two planter beds and mature trees therein. The materials and features of the courtyard are character defining features of the setting of the subject property that will be significantly impacted (through removal) by the proposed project. The canopy and the courtyard convey the historic relationship between 3807 Wilshire Boulevard and the subject property, which was constructed concurrently to serve as the larger building's parking garage. Both buildings were designed by Welton Beckett and Associates, and the courtyard is a modest yet prototypical design element used by the firm in their Corporate Modern and Brutalist office building designs. The expansion of the footprint of 633 S. Western Avenue into the space of the courtyard will significantly impact the landscape plan of the courtyard by removing some material materials and features, and in turn will impact the symmetrical arrangement within the courtyard

Impact 3.0 could be reduced to Less-than-Significant with the completion of HALS documentation outlined in Mitigation Measure 2.0.

**Project Improvement Measure 1.0:** The project sponsor should endeavor to retain and restore the remaining character defining materials and features of the courtyard in order to shore up its historic appearance. These elements include the orthogonally patterned paving; the bracketed seating area, and the remaining elements of the landscape plan. These elements should be restored and refurbished by a landscape and/or materials professional who is familiar with the restoration of historic materials. A plan should be put in place for the upkeep and retention of the remaining mature trees in the courtyard.

## Analysis of Cumulative Impacts

As defined in the CEQA Guidelines, "cumulative impacts" refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. The individual effects may be changes resulting from a single project or a number of separate projects. The cumulative impact from several projects is the change in the environment that results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

The proposed project does not contribute to any cumulative impacts as defined by CEQA. There are no other known recent past, present, or reasonably foreseeable probable future projects underway at the subject property or at the directly adjacent building at 3708 Wilshire Boulevard. The subject property is located in a dense urbanized setting that has not been recognized as a historic district at the national, state, or local

level, and is not within a HPOZ. For this reason, future projects at nearby properties that include new construction or renovation of historic buildings should be analyzed to determine whether they contribute to a cumulative impact. However, at present, the proposed project does not contribute to any cumulative impact on the subject property or the directly adjacent building at 3807 Wilshire Boulevard.

### Analysis of Indirect Impacts, Adjacent Historical Resources

As previously introduced, eight buildings within a 0.25-mile radius of the subject property have been identified as historically significant. The subject property is located in a dense urban setting, and all of the identified historically significant buildings in the nearby area are surrounded by a mixture of vacant lots, low-rise contemporary construction, mid-rise contemporary construction, and high-rise contemporary construction. In the subject property's immediate setting, there are two contemporary high-rise buildings, including 3785 Wilshire Boulevard directly east of the subject property, constructed 2009, and 3810 Wilshire Boulevard directly south of the subject property, constructed 1962 and altered in 1984. Due to the dense urban setting and the presence of contemporary low-, mid-, and high-rise construction in the setting between most of the identified historic buildings and the proposed project, the analysis of the proposed project's indirect impacts will be conscribed to 3807 Wilshire Boulevard, which is immediately adjacent to the southeast corner of Wilshire Boulevard and Western Avenue.

### 3807 Wilshire Boulevard

As previously introduced, 3807 Wilshire Boulevard is a 12-story Corporate Modernist style office building with elements of the Brutalist style, located at the northeast corner of Wilshire Boulevard and Western Avenue. Also known as the Pierce National Life building, the building was designed by Welton Becket and Associates and constructed in 1965, concurrently with the garage at 633 S. Western Avenue and the courtyard between the two buildings. The building has a concrete exterior frame with a molded profile, fixed windows, and has a recessed ground floor level which sits upon structural concrete piers. 3807 Wilshire Boulevard was surveyed in 2010 by URS Corp. and found to be historically significant for its architecture.

As outlined in the analysis of direct impacts, the proposed project will construct a new podium atop the roof-level parking at 633 Western Avenue, and will construct four new floor levels and a rooftop penthouse which will bring the height of the completed project to approximately 95 feet 2 inches (plus 5 feet for the elevator appurtenance). The footprint of the building will also be expanded approximately 10" south, into the open space between the subject property and 3807 Wilshire Boulevard. The impact of this change on the spatial relationship of the courtyard has already been addressed in the analysis of direct impacts.

The proposed project will not cause any indirect impact on 3807 Wilshire Boulevard due to the following: the 12-story height of 3807 Wilshire Boulevard; the building's prominent siting at the corner of Wilshire Boulevard and Western Avenue; the presence of other contemporary high-rise buildings in the immediate vicinity; the design of the proposed project, which refers to the design of 3807 Wilshire Boulevard but differentiates itself from 3807 Wilshire Boulevard; and the fact that the proposed project includes no physical changes to the building at 3807 Wilshire Boulevard.

## 3780 Wilshire Boulevard

3780 Wilshire Boulevard is a 12-story Art Deco style building located at the southeast corner of Wilshire Boulevard and Western Avenue. Also known as the Pellissier Building and the Wiltern Theater, the building was constructed in 1931 and renovated in 1983. The building is clad in a blue-green glazed architectural terra-cotta tile and the tower portion of the building is sited at a diagonal to the intersection of Wilshire Boulevard and Western Avenue. 3780 Wilshire Boulevard is listed in the NRHP and is Los Angeles HCM #118.

The proposed project will not cause any indirect impact on 3780 Wilshire Boulevard due to the following: the presence of distinctive architectural detail at 3780 Wilshire Boulevard; the distance of 3780 Wilshire Boulevard from the new construction of the proposed project; the presence of several taller high-rise buildings in the immediate vicinity of 3780 Wilshire Boulevard; and the fact that the height of new construction included in the proposed project will be lower than the height of 3780 Wilshire Boulevard.

## **IV. CONCLUSION**

The subject property and 3807 Wilshire Boulevard were designed by Welton Becket and Associates. The buildings are not listed in any state or local historic register and have not been determined to be historic resources through any existing survey evaluation. Using guidance outlined in SurveyLA, through research and evaluation the buildings have been determined to be historically significant as representative examples of the work of Welton Becket and Associates, considered a master firm by the City of Los Angeles. Given this finding of historic significance, the proposed project was evaluated using the *Secretary of the Interior's Standards for Rehabilitation* and it was determined that the proposed project is in compliance with Rehabilitation Standards 1, 2, and 9. Three direct, project-specific significant impacts on the subject property could be reduced to less-than-significant with the completion of two mitigation measures. One project improvement measure is also recommended. The proposed project does not contribute to any cumulative impacts, nor does it have any indirect impacts on adjacent historical resources.

## **REFERENCES CITED**

- American Institute of Architects. File of Welton D. Beckett. Accessed online at http://public.aia.org/sites/hdoaa/wiki/Wiki%20Pages/ahd1002770.aspx. Accessed April 17, 2017.
- Architectural Resources Group, *Historic Resources Survey Report: Wilshire Community Plan Area*. Prepared for SurveyLA, the City of Los Angeles Department of City Planning, Office of Historic Resources, January 2015.

City of Los Angeles, Bureau of Engineering. Tract Map.

- City of Los Angeles, Department of Building and Safety. Various dates. Building Permits.
- City of Los Angeles, Office of Historic Resources. "Requirements for Historical Resources Assessment Reports." November 2016.
- Crawford Historic Services. Resource record for Primary #19-190073 (633 S. Western Avenue). On File at the South Central Coastal Information Center.
- Emerton, Bruce. Built by Becket. Los Angeles: Modern Committee of the Los Angeles Conservancy, 2003.
- Grimes, Teresa. "Welton Becket and Associates" an excerpt from Historic American Building Survey. accessed online at http://www.musiccenter.org/mobile/About-Us/?depth=2&srcid=1167
- Historic Resources Group and Pasadena Heritage. *Cultural Resources of the Recent Past Historic Context Report*, Prepared for the City of Pasadena, October 2007.
- Los Angeles Conservancy, Historic Places of Los Angeles, accessed online at https://www.laconservancy.org/explore-la/historic-places.
- Los Angeles County Assessor. Various dates.
- Los Angeles Times, "Contract Signed." July 18, 1965.
- Los Angeles Times, "From Barley Fields to Palatial Homes," 29 March 1914.
- Los Angeles Times, Mapping LA: Population Density (http://maps.latimes.com/neighborhoods/population/density/neighborhood/list/), 2014.
- Los Angeles Times, "New Chapel, Mortuary Opened by Pierce Bros." October 22, 1952.
- National Park Service. National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation. Washington, D.C.: National Park Service, 2002.
- PCR Services Corporation, Intensive Historic Resources Survey of the Wilshire Center And Koreatown Recovery Redevelopment Area, Los Angeles, California, Prepared for the Community Redevelopment Agency, City of Los Angeles, 2009.

Rasmussen, Cecelia. "A Lively Business in Funerals." Los Angeles Times, September 20, 1998.
URS Corp. Resource record for Primary #19-189262 (3807 Wilshire Boulevard). On File at the South Central Coastal Information Center.

Wilshire Individual Resources, accessed online at

http://preservation.lacity.org/sites/default/files/Wilshire%20CPA%20Individual%20Resources\_2.pdf.

# Appendix A.

# **Resumes of Key Staff**

This page intentionally left blank.

# Appendix B.

# State of California Department of Parks and Recreation Series 523 Forms

This page intentionally left blank.



11990 West San Vicente Boulevard, Suite 250 Los Angeles, CA 90049 Phone 310-469-6700 Fax 310-806-9801

October 7, 2016

Mr. Garrett Lee Jamison Services, Inc. 3424 Wilshire Boulevard, 12<sup>th</sup> Floor Los Angeles, CA 90010

Re: Noise Study

Dear Garrett:

**CAJA Environmental Services, LLC (CAJA)** is pleased to present this Noise Study in accordance with the City of Los Angeles requirements for the Project located at 635 South Western Avenue, Los Angeles, CA 90010 in the Wilshire Community Plan. It is our understanding that the Noise Study will be used as part of a City-prepared MND to obtain approval for a Site Plan Review, Vesting Zone Change, Vesting Tentative Tract Map, Zoning Administrator Adjustment for Reduced Yards, and 10% Open Space Reduction.

This document is composed of 2 parts: 1. Project Description, and 2. Noise, and includes data sheet appendices.

### **1. PROJECT DESCRIPTION**

The Project includes two phases:

- The first phase would include a new residential building over an existing parking garage with retail.
- The second phase would convert an existing office building into residential and retail.

The first phase Site contains an existing 85,260 square foot, 3-story (4 levels of parking) parking structure with partial ground floor retail (900 square feet). The Project would construct a 100,876.1 square foot, 5-story residential building with 132 multi-family units over the existing structure for a total of 9 stories (101'-8" feet) in height.

The second phase Site contains an existing 157,286 square foot, 13-story building (136,066 square feet office and 21,220 square feet retail). The Project would convert the building into 176 multi-family units and 10,000 square feet of retail through the Adaptive Reuse Ordinance.

Overall, the Project includes 308 residential units and 10,900 square feet of retail.

See **Table 1** for the Site information. The Site is subject to the ZI-2374 Los Angeles State Enterprise Zone; ZI-2452 Transit Priority Area in the City of Los Angeles; ZI-2410 Metro Westside Subway Extension Project; and ZI-1940 Wilshire Center/Koreatown Redevelopment Project.<sup>1</sup> The Site is directly west across Western from the Metro Purple Line's Wilshire/Western Station. The Site is bounded by Western Avenue to the east, Manhattan Place, to the west, and commercial development to the north and south.

<sup>&</sup>lt;sup>1</sup> ZIMAS: http://zimas.lacity.org/.

Project Site									
Address	APN	Zone	General Plan Land Use	Size (sf)					
Phase 1 Site (New Residential Over Existing Parking Garage)									
633, 635 S. Western		C4-2		11,255.0					
627 S. Western	5503-031-017	C2-2	Regional Center Commercial	10,049.8					
636, 638 S. Manhattan		PB-2		11,253.3					
Pha	se 2 Site (Conver	t Office to Resid	ential and Retail)						
641 S. Western				11,258.2					
647 S. Western 3801, 3805, 3807, 3809, 3811, 3815 W. Wilshire Boulevard	5503-031-001	C4-2	Regional Center Commercial	11,204.1					
Source: Zone Information & Map Access System (ZIMAS): <u>http://zimas.lacity.org</u> , October 2016.									

# Table 1

#### 2. NOISE

Would the Project:

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

#### Less Than Significant Impact with Mitigation Incorporated

#### **Characteristics of Sound**

Sound is technically described in terms of its loudness (amplitude) and frequency (pitch). The standard unit of measurement for sound is the decibel (dB). Because the human ear is not equally sensitive to sound at all frequencies, the "A-weighted scale" (dbA) is used to reflect the normal hearing sensitivity range of the human ear. On this scale, the range of human hearing extends from approximately 3 to 140 dBA. Table 2 provides examples of A-weighted noise levels from common sources.

A-Weighted Decibel Scale								
Typical A-Weighted Sound Levels	Sound Level (dBA, L <sub>eq</sub> )							
Threshold of Pain	140							
Jet Takeoff at 100 Meters	125							
Jackhammer at 15 Meters	95							
Heavy Diesel Truck at 15 Meters	85							
Conversation at 1 Meter	60							
Soft Whisper at 2 Meters	35							
Source: US OSHA, Noise and Hearing Conservation Technical Manual, 1999.								

Table 2	
<b>A-Weighted Decibel</b>	Scale

#### **Noise Definitions**

This noise analysis discusses sound levels in terms of Community Noise Equivalent Level (CNEL) and Equivalent Noise Level ( $L_{eq}$ ).

#### Community Noise Equivalent Level

CNEL is a noise measurement scale of average sound level during a 24-hour period. CNEL accounts for noise source, distance, single event duration, single event occurrence, frequency, and time of day. Due to increased noise sensitivities during evening and night hours, human reaction to sound between 7:00 p.m. and 10:00 p.m. is as if the sound were actually 5 dBA higher than if it had occurred between 7:00 a.m. and 7:00 p.m. And from 10:00 p.m. to 7:00 a.m., humans perceive sound as if it were 10 dBA higher. Hence, CNEL is obtained by adding an additional 5 dBA to evening-time noise levels between 7:00 p.m. and 10:00 p.m. and 10 dBA to night-hour noise levels between 10:00 p.m. and 7:00 a.m. Because CNEL accounts for human sensitivity to sound, CNEL 24-hour figures are always higher than their corresponding actual 24-hour averages.

#### Equivalent Noise Level

 $L_{eq}$  is the average noise level on an energy basis for any specific time period. For example, the  $L_{eq}$  for one hour is the energy average noise level during that hour. The average noise level is based on the energy content (acoustic energy) of sound.  $L_{eq}$  can be thought of as a continuous noise level of a certain period equivalent in energy content to a fluctuating noise level of that same period.  $L_{eq}$  is expressed in units of dBA.

#### Effects of Noise

The degree to which noise can impact an environment ranges from levels that interfere with speech and sleep to levels that can cause adverse health effects. Human response to noise is subjective and can vary from person to person. Factors that influence individual responses include the intensity, frequency, and pattern of noise; the amount of background noise present before any additional noise; and the nature of work or human activity exposed to the source noise.

#### Audible Noise Changes

Small perceptible changes in sound levels for people with normal hearing sensitivity occur at approximately 3 dBA. Changes of at least 5 dBA can be noticeable and may even cause community reactions. Sound level increases of 10 dBA or greater are perceived as a doubling in loudness and will typically provoke some form of community response. Noise levels decrease as the distance from the noise source to the receiver increases. For each doubling of distance, noise generated by a stationary noise source, or "point source," will decrease by approximately 6 dBA over hard surfaces (e.g., reflective surfaces such as parking lots or smooth bodies of water) and 7.5 dBA over soft surfaces (e.g., absorptive surfaces such as soft dirt, grass, or scattered bushes and trees). For example, if a point source produces a noise level of 89 dBA at a reference distance of 50 feet, the noise level would be approximately 83 dBA at a distance of 100 feet, 77 dBA at a distance of 200 feet, and so on. Noise generated by a mobile source

will decrease by approximately 3 dBA over hard surfaces and 4.5 dBA over soft surfaces for each doubling of distance. Noise is most audible when traveling by direct line-of-sight, an unobstructed visual path between noise source and receptor. Barriers such as walls or buildings that break line-of-sight between sources and receivers can greatly reduce source noise levels by allowing noise to reach receivers by diffraction only. As a result, sound barriers can reduce source noise levels by up to 20 dBA or more. However, if barriers are not high or long enough to break line-of-sight from sources to receivers, their effectiveness can be greatly reduced.

#### **Regulatory Setting**

#### Federal

Currently, no federal noise standards regulate environmental noise associated with short-term construction or the long-term operations of development projects.

#### State

The State of California's 2003 General Plan Guidelines establish county and city guidelines for acceptable exterior noise levels based on land use. These standards and criteria are incorporated into the land-use planning process to reduce future noise and land-use incompatibilities. **Table 3** illustrates State guidelines on considering the compatibilities between various land uses and outdoor noise levels.

	Community Noise Exposure (dBA, CNEL)								
Land Use Compatibility	<	55	60	65	70	75	80	>	
	N	IA							
Residential – Low Density Single-Family, Duplex Mobile			CA						
Homes					NU				
						С	U		
		NA							
Residential – Multi-Family			0	CA					
Residential Water Failing					NU				
						С	U		
		NA							
Transient Lodging – Motels Hotels			(	CA					
					N	U			
		L					(	CU	
		NA							
Schools, Libraries, Churches, Hospitals, Nursing Homes			(	CA					
					N	U			
							Ĺ	20	
Auditoriums, Concert Halls, Amphitheaters		r	C	A		OU			
·						CU			
Sports Arenas, Outdoor Spectator Sports									

# Table 3 Land Use Compatibility for Community Noise Environments

				CA				
						С	U	
		N	A					
Playarounds Neighborhood Parks					NU			
Taygrounds, iverginormood Tarks							CU	
			NA					
Golf Courses Riding Stables Water Recreation Compteries					N	U		
Son Courses, Riding Stables, water Recreation, confetences								CU
		N	A					
Office Buildings, Business Commercial and Professional					CA			
ornee Dunungs, Dusiness Commercial and Professional						-	NU	
			NA					
Industrial Manufacturing Utilities Agriculture					C	4		
muusunai, manunaetunnig, Onnues, Agriculture							NU	

NA = Normally Acceptable - Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.

CA = Conditionally Acceptable - New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply system or air conditioning will normally suffice.

NU = Normally Unacceptable - New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

*CU* = *Clearly Unacceptable* - *New construction or development should generally not be undertaken.* Source: California Office of Noise Control, Department of Health Services.

### City of Los Angeles

Construction

#### Los Angeles Municipal Code

The City of Los Angeles Municipal Code (LAMC) contains the following regulations applicable to the Project's construction activities:

#### SEC.41.40. NOISE DUE TO CONSTRUCTION, EXCAVATION WORK—WHEN PROHIBITED.

(a) No person shall, between the hours of 9:00 P.M. and 7:00 A.M. of the following day, perform any construction or repair work of any kind upon, or any excavating for, any building or structure, where any of the foregoing entails the use of any power drive drill, riveting machine excavator or any other machine, tool, device or equipment which makes loud noises to the disturbance of persons occupying sleeping quarters in any dwelling hotel or apartment or other place of residence. In addition, the operation, repair

or servicing of construction equipment and the job-site delivering of construction materials in such areas shall be prohibited during the hours herein specified. Any person who knowingly and willfully violates the foregoing provision shall be deemed guilty of a misdemeanor punishable as elsewhere provided in this Code.

Section 41.40(a) would prohibit Project construction activities from occurring between the hours of 9:00 P.M. and 7:00 A.M., Monday through Friday. Subdivision (c), below, would further prohibit such activities from occurring before 8:00 A.M. or after 6:00 P.M. on any Saturday, or on any Sunday or national holiday.

(c) No person, other than an individual homeowner engaged in the repair or construction of his singlefamily dwelling shall perform any construction or repair work of any kind upon, or any earth grading for, any building or structure located on land developed with residential buildings under the provisions of Chapter I of this Code, or perform such work within 500 feet of land so occupied, before 8:00 A.M. or after 6:00 P.M. on any Saturday or national holiday nor at any time on any Sunday. In addition, the operation, repair, or servicing of construction equipment and the job-site delivering of construction materials in such areas shall be prohibited on Saturdays and on Sundays during the hours herein specific...

Section 112.05 of the LAMC establishes noise limits for powered equipment and hand tools operated within 500 feet of residential zones. Of particular importance to Project construction would be subdivision (a), which institutes a maximum noise limit of 75 dBA for the types of construction vehicles and equipment that would be necessary for Project demolition and grading, especially.

SEC. 112.05. MAXIMUM NOISE LEVEL OF POWERED EQUIPMENT OR POWERED HAND TOOLS

Between the hours of 7:00 A.M. and 10:00 P.M., in any residential zone of the City or within 500 feet thereof, no person shall operate or cause to be operated any powered equipment or powered hand tool that produces a maximum noise level exceeding the following noise limits at a distance of 50 feet therefrom:

(a) 75 dBA for construction, industrial, and agricultural machinery including crawler-tractors, dozers, rotary drills and augers, loaders, power shovels, cranes, derricks, motor graders, paving machines, off-highway trucks, ditchers, trenchers, compactors, scrapers, wagons, pavement breakers, compressors and pneumatic or other powered equipment;

(b) 75 dBA for powered equipment of 20 HP or less intended for infrequent use in residential areas, including chain saws, log chippers and powered hand tools;

(c) 65 dBA for powered equipment intended for repetitive use in residential areas, including lawn mowers, backpack blowers, small lawn and garden tools and riding tractors.

However, the LAMC goes on to note that these limitations would not necessarily apply if proven that the Project's compliance therewith would be technically infeasible despite the use of noise-reducing means or methods.

Said noise limitations shall not apply where compliance therewith is technically infeasible. The burden of proving that compliance is technically infeasible shall be upon the person or persons charged with a violation of this section. Technical infeasibility shall mean that said noise limitations cannot be complied with despite the use of mufflers, shields, sound barriers and/or other noise reduction device or techniques during the operation of the equipment.

#### L.A. CEQA Thresholds Guide

In 2006, the City released the L.A. CEQA Thresholds Guide to provide further guidance for the determination of significant noise impacts. According to the Guide, the Project would, under normal circumstance, have a significant impact if:

- Construction activities lasting more than one day would exceed existing ambient exterior noise levels by 10 dBA or more at a noise sensitive use;
- Construction activities lasting more than 10 days in a three month period would exceed existing ambient exterior noise levels by 5 dBA or more at a noise sensitive use; or
- Construction activities would exceed the ambient noise level by 5 dBA at a noise sensitive use between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, before 8:00 A.M. or after 6:00 P.M. on Saturday, or at any time on Sunday.

#### Operation

### LAMC

The LAMC contains provisions that would regulate the Project's operational noise impacts. Sec.112.01 would prohibit amplified noises, especially those from outdoor sources (e.g., outdoor speakers, stereo systems, etc.) from exceeding the ambient noise levels of adjacent properties by more than 5 dBA. Amplified noises would also be prohibited from being audible at any distance greater than 150 feet from the Project's property line.

#### SEC.112.01. RADIOS, TELEVISION SETS, AND SIMILAR DEVICES

(a) It shall be unlawful for any person within any zone of the City to use or operate any radio, musical instrument, phonograph, television receiver, or other machine or device for the producing, reproducing or amplification of the human voice, music, or any other sound, in such a manner, as to disturb the peace, quiet, and comfort of neighbor occupants or any reasonable person residing or working in the area.

(b) Any noise level caused by such use or operation which is audible to the human ear at a distance in excess of 150 feet from the property line of the noise source, within any residential zone of the City or within 500 feet thereof, shall be a violation of the provisions of this section.

(c) Any noise level caused by such use or operation which exceeds the ambient noise level on the premises of any other occupied property, or if a condominium, apartment house, duplex, or attached business, within any adjoining unit, by more than five (5) decibels shall be a violation of the provisions of this section.

Sec.112.02(a), below, would prevent Project HVAC systems and pool filtering equipment from elevating ambient noise levels at neighboring residences by more than 5 dBA.

SEC.112.02. AIR CONDITIONING, REFRIGERATION, HEATING, PLUMBING, FILTERING EQUIPMENT

(a) It shall be unlawful for any person, within any zone of the city, to operate any air conditioning refrigeration or heating equipment for any residence or other structure or to operate any pumping, filtering or heating equipment for any pool or reservoir in such manner as to create any noise which would cause the noise level on the premises of any other occupied property ... to exceed the ambient noise level by more than five decibels.

#### L.A. CEQA Thresholds Guide

The L.A. CEQA Thresholds Guide provides significance thresholds for the measurement of a project's operational impacts. According to the Guide:

A project would normally have a significant impact on noise levels from project operations if the project causes...

- The ambient noise level measured at the property line of affected uses to increase by 3 dBA in CNEL to or within the "normally unacceptable" or "clearly unacceptable" category...
- Any 5 dBA or greater noise increase.

These "normally unacceptable" and "clearly unacceptable" categories refer to those outlined by the State's noise and land-use compatibility chart, shown in **Table 3**.

#### **Construction Noise Impacts**

During all construction phases, noise-generating activities could occur at the Project site between the hours of 7:00 A.M. and 9:00 P.M., in accordance with Section 41.40 of the LAMC. **Table 4** summarizes projected noise levels at nearby sensitive receptors during construction. Land uses on the properties surrounding the Project site include multi-family residential buildings, commercial land-uses, and a church. Of these, the following receptors were chosen specifically for detailed construction noise impact analysis given their potential sensitivities to noise and their proximity to the Project site:

- <u>3950 W. 6<sup>th</sup> Street Residences</u>: a mixed-use property including upper-level residential units located approximately 215 feet north of the Project site at the intersection of Western Avenue and 6<sup>th</sup> Street.
- <u>Solair Wilshire Residences</u>: a residential high-rise located approximately 100 feet east of the Project site at 3785 Wilshire Boulevard.

- <u>Christ Unity Manor Residences</u>: a multi-family residential land use located approximately 140 feet northwest of the Project site at 615 S. Manhattan Place.
- <u>Christ Church</u>: a church land use located approximately 90 feet west of the Project site at 635 S. Manhattan Place.

On September 29, 2016, DKA Planning took short-term, 15-minute noise readings at these receptors to ascertain their existing ambient noise levels.<sup>2</sup> At all receptors, ambient noise levels were primarily a product of motor vehicles traveling on adjacent roadways, especially Wilshire Boulevard, Western Avenue, 6<sup>th</sup> Street, and Manhattan Place. As shown in **Table 4**, ambient noise levels ranged from 64.9 dBA  $L_{eq}$  at Christ Church and Christ Unity Manor to 74.3 dBA  $L_{eq}$  at Solair Wilshire Residences.

Construction activities for the Project would generate noise from a variety of on- and off-site activities and would include the use of on-site heavy equipment, as well as smaller equipment such as saws, hammers, and pneumatic tools. Secondary noise could also be generated by construction worker vehicles and vendor deliveries. For this analysis, construction noise impacts were modeled using the noise reference levels of concrete mixing trucks and concrete pump trucks, as these vehicles typically operate in tandem. Concrete mixing trucks can produce average peak noise levels of 79 dBA at a reference distance of 50 feet; concrete pump trucks, 81 dBA.<sup>3</sup> Other construction equipment and vehicles would not have as great a potential to create significant noise impacts at nearby sensitive receptors. Therefore, this analysis examines a "worst-case-scenario"; the noise impacts of all other construction equipment and vehicles would not exceed those analyzed here.

Sensitive Receptor	Distance from Site (feet)	Maximum Construction Noise Level (dBA)	Existing Ambient (dBA, L <sub>eq</sub> )	New Ambient (dBA, L <sub>eq</sub> )	Increase
3950 W. 6 <sup>th</sup> Street Residences	215	58.4	72.0	72.2	0.2
Solair Wilshire Residences	100	71.5	74.3	76.1	1.8
Christ Unity Manor Residences	140	68.6	64.9	70.2	5.3
Christ Church	90	72.4	64.9	73.2	8.3
Source: DKA Planning, 2016.					

Table 4Construction Noise Levels - Unmitigated

Given the ambient conditions in the Project area and the proximity of receptors, significant noise impacts could occur at two of the four Project receptors during construction of the Project:

<sup>&</sup>lt;sup>2</sup> The SoundPro meter complies with the American National Standards Institute (ANSI) and International Electrotechnical Commission (IEC) for general environmental noise measurement instrumentation. The meter was equipped with an omnidirectional microphone, calibrated before the day's measurements, and set at approximately five feet above the ground.

<sup>&</sup>lt;sup>3</sup> Federal Highway Administration. Construction Noise Handbook, 2006.

<u>Christ Unity Manor Residences</u> are projected to experience noise levels of 70.2 dBA, an increase of 5.3 dBA. These elevated noise levels would exceed the 5 dBA noise increase threshold considered to be a significant impact by the L.A. CEQA Thresholds Guide for construction activities lasting more than ten days in a three month period.

<u>Christ Church</u> is projected to experience noise levels of 73.2 dBA, an increase of 8.3 dBA. These elevated noise levels would also exceed the 5 dBA noise increase threshold considered to be a significant impact by the L.A. CEQA Thresholds Guide for construction activities lasting more than ten days in a three month period.

Additionally, the Project's construction noise levels would exceed LAMC Sec.112.05's 75 dBA limit for powered construction equipment operating within 500 feet of residential zones. These on-site construction-related noise impacts would be considered significant but mitigable. **Mitigation Measure MM-1** through **MM-3** are recommended to reduce increases in noise levels and limit construction noise levels to below 75 dBA.

With regard to off-site construction-related noise impacts, the Project is not expected to generate a substantial number of haul trips, as it proposes to construct 5 stories of residential units atop the existing parking garage at the Project site. As a result, there would be a limited amount of demolished materials and/or soils to be exported. The Project would not require a number of daily haul trips necessary to cause sustained 5 dBA noise increases at roadside sensitive receptors, and off-site construction noise impacts related to haul trucks would be less than significant.

The Project would comply with the following requirements of the City:

### **Regulatory Compliance Measures**

### Demolition, Grading, and Construction Activities

- The project shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.
- The Project shall comply with the City of Los Angeles Building Regulations Ordinance No. 178,048, which requires a construction site notice to be provided that includes the following information: job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the site, and City telephone numbers where violations can be reported. The notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public.

#### **Construction Noise Mitigation Measures**

**MM-1** Whenever concrete mixing trucks and concrete pumping trucks operate along Manhattan Place, temporary noise barriers capable of attenuating their noises by 5 dBA or greater shall be positioned to obstruct the line-of-sight travel of their noises to Christ Unity Manor Residences and Christ Church.

- **MM-2** All construction areas for staging and warming-up equipment shall be located as far as possible from adjacent noise-sensitive land uses.
- **MM-3** Portable noise sheds for smaller, noisy equipment, such as air compressors, dewatering pumps, and generators shall be provided where feasible.

#### **Construction Noise Impacts After Mitigation**

Implementation of **Mitigation Measures MM-1** through **MM-3** would ensure that construction-related noise increases at all receptors are minimized to below the L.A. CEQA Thresholds Guide's 5 dBA threshold of significance for construction activities lasting more than 10 days in a three month period. As shown in **Table 5**, these measures would also reduce construction noise to below the LAMC's 75 dBA limit for powered equipment operations within 500 feet of residential zones.

Sensitive Receptor	Distance from Site (feet)	Maximum Construction Noise Level (dBA)	Existing Ambient (dBA, L <sub>eq</sub> )	New Ambient (dBA, L <sub>eq</sub> )	Increase
Christ Unity Manor Residences	140	63.6	64.9	67.3	2.4
Christ Church	90	67.4	64.9	69.4	4.5
Source: DKA Planning, 2016.					

Table 5Construction Noise Levels - Mitigated

#### **Operations Noise Impacts**

During Project operations, the development would produce direct noise impacts on the site from residential and commercial activities, as well as indirect noise impacts from vehicles traveling on local roads to access the site. The direct impacts would include:

<u>Mechanical Equipment</u>: Based on the distance from the Project site to nearby receptors, ambient noise levels, and the relatively quiet operation of modern HVAC systems, these on-site noise sources would be incapable of causing the ambient noise levels of affected uses to increase by 3 dBA CNEL to or within their appropriate L.A. CEQA Thresholds Guide's "normally unacceptable" or "clearly unacceptable" land use compatibility categories, or by 5 dBA or greater overall. Powered pool equipment would also be too quiet to be audible at nearby sensitive receptors.

<u>Residential Land Uses</u>: Noise from recurrent activities (e.g., conversation, consumer electronics) or non-recurrent activities (e.g., social gatherings) would elevate ambient noise levels to differing degrees. The City's noise ordinance would provide a means to address nuisances related to residential noise.

<u>Auto-Related Activities</u>: The Project proposes to construct residential units directly atop the site's existing parking garage. As the Project is not expected to generate a net increase in vehicle trips, it would not cause an increase in vehicle activity and related noises from this on-site parking garage.

These sources of on-site noise would not individually or collectively elevate ambient noise levels substantially at nearby sensitive receptors. The potential noise impacts from these on-site operational sources would be considered less than significant.

The Project is not expected to generate a net increase in vehicle trips when compared to its existing use as parking for an office tower located at 3807 Wilshire Boulevard. LADOT has determined that the combined impact of the adaptive reuse project and new construction would result in a net reduction in peak hour trips.<sup>4</sup> As a result, it would not contribute to increases in mobile noise along surrounding roadways. The Project's off-site operational noise impacts would be considered less than significant.

Operational noise impacts would be less than significant, and no mitigation measures are required.

#### b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

#### Less Than Significant Impact.

#### **Characteristics of Vibration**

Vibration is an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, or acceleration. Unlike noise, vibration is not a common environmental problem. It is unusual for vibration from sources such as buses and trucks to be perceptible. Common sources of vibration include trains, buses, and construction activities.

### Vibration Definitions

Peak particle velocity (PPV) can be used to describe vibration impacts to both buildings and humans. PPV represents the maximum instantaneous peak of a vibration signal, and it is usually measured in inches per second.<sup>5</sup>

### Effects of Vibration

High levels of vibration may cause physical personal injury or damage to buildings. However, ground-borne vibration levels rarely affect human health. Instead, most people consider ground-borne vibration to be an annoyance that can affect concentration or disturb sleep. Ground-borne vibrations can also interfere with certain types of highly sensitive equipment or machines, especially imaging devices used in medical laboratories.

#### Perceptible Vibration Changes

<sup>&</sup>lt;sup>4</sup> LADOT Referral Form for Case Number CEN16-44890.

<sup>&</sup>lt;sup>5</sup> Caltrans. Transportation and Construction Vibration Guidance Manual, September 2013.

Unlike noise, ground-borne vibration is not an environmental issue that most people experience every day. Background vibration levels in residential areas are usually well below the threshold of perception for humans, which is around 0.01 inches per second.<sup>6</sup> Perceptible indoor vibrations are most often caused by sources within buildings themselves, such as slamming doors. Typical outdoor sources of ground-borne vibration include construction equipment, trains, and traffic on rough roads. Traffic vibration from smooth and well-maintained roads is typically not perceptible.

#### **Regulatory Setting**

#### State

In 2013, the California Department of Transportation (Caltrans) published the Transportation and Construction Vibration Guidance Manual to aid in the estimation and analysis of vibration impacts. Typically, potential building and structural damages are the foremost concern when considering the impacts construction-related vibrations. **Table 6** summarizes Caltrans' vibration thresholds for building and structural damage.

	Significance Thr	Significance Thresholds (in/sec PPV)			
Structure and Condition	<b>Transient Sources</b>	Continuous/Frequent/ Intermittent Sources			
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08			
Fragile buildings	0.2	0.1			
Historic and some old buildings	0.5	0.25			
Older residential structures	0.5	0.3			
New residential structures	1.0	0.5			
Modern industrial/commercial buildings	2.0	0.5			
Source: California Department of Transportation, 2013.					

Table 6Building Damage Vibration Thresholds

#### City of Los Angeles

The City of Los Angeles has not adopted any thresholds associated with land-use disruption caused by groundborne vibration.

#### **Construction Vibration Impacts**

Given that the Project proposes to construct residential units atop an existing parking garage, its construction activities would not utilize the types of surface-operating heavy-duty construction vehicles and equipment capable of causing potentially damaging levels of ground-borne vibrations (e.g., large tracked vehicles, impact pile drivers, drill rigs, etc). Instead, the Project's greatest ground-borne vibration impacts would likely come from loaded delivery vehicles and haul trucks accessing and leaving the Project site. This could increase vibration levels at receptors along surrounding roadways. However, vehicle-related vibrations are typically not perceptible along

<sup>&</sup>lt;sup>6</sup> Caltrans, Transportation and Construction Vibration Guidance Manual, September 2013.

smooth roadways. Vibrations from these sources would not be capable of damaging roadside structures and would be considered less than significant.

#### **Operations Vibration Impacts**

During Project operation, there would be no significant stationary sources of ground-borne vibration, such as heavy equipment or industrial operations. Operational ground-borne vibration in the Project vicinity would be generated by vehicular travel on the local roadways. As previously discussed, road vehicles rarely create enough ground-borne vibration to be perceptible to humans unless road surfaces are poorly maintained and have potholes or bumps. Project-related traffic would expose nearby land uses and other sensitive receptors during long-term operations to vibration levels far below levels associated with land-use disruption. As a result, the Project's long-term vibration impacts would be considered less than significant.

# c) A substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project?

#### Less Than Significant Impact.

The majority of any long-term noise impacts would come from traffic traveling to and from the Proposed Project site. This, the addition of future traffic from any new developments in the Project area, and overall ambient traffic growth would elevate ambient noise levels surrounding local roadways. However, the Project's incremental contribution to permanent off-site ambient noise levels along local roads would be minimal. LADOT has determined that the combined impact of the adaptive reuse project and new construction would result in a net reduction in peak hour trips.<sup>7</sup> As mentioned earlier, a project's mobile noise impacts can be assumed to be less than significant if project traffic would not double existing traffic volumes. Given that Project-related traffic would not result in such a doubling, the Project's cumulative off-site mobile noise impacts would be considered less than significant.

# d) A substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project?

#### Less Than Significant Impact with Mitigation Incorporated.

Construction activities would temporarily increase ambient noise levels at nearby receptors, particularly at residences and a church near the Project site. Moreover, any other future developments that are built concurrently with the Project could further contribute to these temporary increases in ambient noise levels. However given the relatively high ambient noise levels of the Project area, it is unlikely that construction noises from concurrent developments would be audible at Project receptors, let alone contribute to cumulatively considerable noise increases. Persistent traffic noise from Wilshire Boulevard, Western Avenue, and 6<sup>th</sup> Street would mask any distant construction sounds in a manner largely similar to the effects of white noise, and the presence of numerous multi-

7

LADOT Referral Form for Case Number CEN16-44890.

story structures would obstruct these sounds' line-of-sight travel. Nevertheless, Project construction itself would have significant but mitigable noise impacts.

**Mitigation Measures MM-1** through **MM-3** would reduce the Project's contribution to off-site increases in ambient noise levels. With these measures in place, the Project's construction noise impacts would be considered less than significant.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels?

#### No Impact.

The Project Site is not located within the LAX Airport Influence Area.<sup>8</sup> Similarly, the Project Site is not within Santa Monica Municipal Airport's 65 dB CNEL noise contour.<sup>9</sup> Given that the Project Site does not lie within the 65 dB CNEL (or greater) contours, the Project would not expose people residing or working to excessive noise levels from aircraft. There would be no impact.

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

#### No Impact.

The Project site is not in the vicinity of a private airstrip, and it will not expose people residing or working in the Project area to excessive noise levels. There would be no impact.

 <sup>&</sup>lt;sup>8</sup> California State Airport Noise Standards Quarterly Report, First Quarter 2016, LAX. April 2016.
 <sup>9</sup> Calendar Year 2014 CNEL Contours, Santa Monica Municipal Airport. October 2014.



# 635 Western Project – Noise Receptor Map

- \*Red markers indicate monitoring locations
- A. 3950 W. 6<sup>th</sup> Street Residences
- B. Solair Wilshire Residences
- **C.** Christ Unity Manor Residences
- **D.** Christ Church

# Intersection of Western Ave. and 6<sup>th</sup> St.

9/29/2016

#### **Information Panel**

Name	S335_BIJ050019_05102016_144849
Start Time	Thursday, September 9, 2016, 4:35pm
Stop Time	Thursday, September 9, 2016, 4:50pm
Device Model Type	SoundPro DL

#### **General Data Panel**

<b>Description</b>	Meter	Value	<b>Description</b>	Meter	<u>Value</u>
Leq	1	72.0dB	Exchange Rate	1	3dB
Weighting	1	А	Response	1	SLOW
Bandwidth	1	OFF	Exchange Rate	2	3dB
Weighting	2	С	Response	2	SLOW

#### **Statistics Chart**



# **Statistics Table**

dB	0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	%
60	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
61	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
62	0.06	0.05	0.07	0.18	0.07	0.12	0.10	0.15	0.16	0.06	1.04
63	0.14	0.30	0.10	0.18	0.32	0.52	0.60	0.42	0.38	0.27	3.23
64	0.36	0.32	0.32	0.41	0.43	0.44	0.59	0.61	0.62	0.74	4.85
65	0.79	0.63	0.57	0.83	0.84	0.80	0.85	0.74	0.94	1.01	8.00
66	1.10	1.20	0.85	1.02	1.10	1.11	1.20	1.01	0.96	1.06	10.63
67	0.96	0.86	0.93	0.80	0.80	0.63	0.81	0.90	0.96	0.89	8.54
68	0.83	0.85	0.82	0.88	0.71	0.88	1.03	1.60	1.54	1.55	10.68
69	1.61	1.79	1.26	1.53	1.25	1.49	1.23	1.26	0.92	1.11	13.46
70	1.19	1.30	1.35	1.39	1.36	1.26	1.22	1.46	1.45	1.43	13.41
71	1.07	0.83	0.79	0.75	0.71	0.72	0.80	0.81	0.90	0.79	8.17
72	0.74	0.72	0.65	0.38	0.73	0.50	0.45	0.63	0.41	0.43	5.64
73	0.36	0.41	0.46	0.37	0.31	0.25	0.39	0.25	0.23	0.24	3.26
74	0.31	0.22	0.20	0.18	0.17	0.18	0.20	0.13	0.13	0.16	1.89
75	0.24	0.26	0.25	0.14	0.13	0.13	0.07	0.09	0.10	0.11	1.52
76	0.12	0.21	0.18	0.17	0.15	0.11	0.15	0.12	0.08	0.09	1.38
77	0.08	0.07	0.07	0.06	0.06	0.07	0.06	0.06	0.06	0.08	0.69
78	0.10	0.11	0.13	0.07	0.10	0.10	0.12	0.14	0.10	0.12	1.09
79	0.10	0.08	0.08	0.10	0.07	0.06	0.07	0.10	0.10	0.11	0.88
80	0.07	0.08	0.04	0.05	0.03	0.03	0.04	0.04	0.03	0.02	0.42
81	0.02	0.02	0.02	0.01	0.03	0.02	0.02	0.02	0.02	0.01	0.23
82	0.01	0.01	0.02	0.01	0.01	0.01	0.01	0.01	0.02	0.02	0.15
83	0.02	0.01	0.02	0.02	0.01	0.02	0.01	0.02	0.01	0.01	0.15
84	0.02	0.01	0.02	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.13
85	0.02	0.01	0.01	0.01	0.02	0.01	0.01	0.01	0.01	0.01	0.14
86	0.01	0.02	0.01	0.01	0.01	0.01	0.01	0.02	0.02	0.02	0.14
87	0.02	0.02	0.02	0.04	0.10	0.00	0.00	0.00	0.00	0.00	0.22
88	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.03
89	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.03
90	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.03
91	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02
92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
93	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
94	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
96	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
97	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
98	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
99	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
100	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

## **Exceedance Chart**



### Exceedance Table

	0%	1%	2%	3%	4%	5%	6%	7%	8%	9%
0%		82	79.5	78.5	77.3	76.3	75.5	74.9	74.4	73.9
10%	73.5	73.2	73	72.7	72.5	72.3	72.1	72	71.9	71.7
20%	71.6	71.5	71.4	71.2	71.1	71	70.9	70.8	70.7	70.7
30%	70.6	70.5	70.4	70.3	70.3	70.2	70.1	70.1	70	69.9
40%	69.8	69.7	69.6	69.5	69.5	69.4	69.3	69.2	69.2	69.1
50%	69	69	68.9	68.9	68.8	68.7	68.7	68.6	68.5	68.4
60%	68.3	68.2	68.1	67.9	67.8	67.7	67.6	67.5	67.3	67.2
70%	67.1	67	66.9	66.8	66.7	66.6	66.5	66.4	66.3	66.2
80%	66.1	66	65.9	65.8	65.7	65.6	65.5	65.4	65.3	65.1
90%	65	64.8	64.7	64.5	64.3	64.1	63.7	63.5	63.3	62.8
100%	61.9									

Logged Data Chart



# Solair Wilshire Residences

9/29/2016

#### **Information Panel**

Name	S336_BIJ050019_05102016_144850
Start Time	Thursday, September 9, 2016, 4:51pm
Stop Time	Thursday, September 9, 2016, 5:06pm
Device Model Type	SoundPro DL

#### **General Data Panel**

<b>Description</b>	Meter	Value	<b>Description</b>	Meter	<u>Value</u>
Leq	1	74.3dB	Exchange Rate	1	3dB
Weighting	1	А	Response	1	SLOW
Bandwidth	1	OFF	Exchange Rate	2	3dB
Weighting	2	С	Response	2	SLOW

#### **Statistics Chart**



# **Statistics Table**

dB	0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	%
60	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
61	0.07	0.11	0.19	0.09	0.12	0.18	0.30	0.27	0.31	0.43	2.08
62	0.56	0.32	0.30	0.29	0.34	0.59	0.53	0.57	0.79	0.53	4.82
63	0.56	0.51	0.36	0.74	0.81	0.66	0.45	0.39	0.41	0.43	5.32
64	0.44	0.50	0.49	0.55	0.38	0.36	0.28	0.38	0.35	0.39	4.11
65	0.52	0.43	0.47	0.52	0.51	0.61	0.77	1.15	1.09	0.98	7.04
66	1.12	1.31	0.99	0.83	0.84	0.77	0.70	0.66	0.63	0.74	8.60
67	0.70	0.68	0.61	0.67	0.54	0.43	0.40	0.46	0.38	0.49	5.35
68	0.49	0.48	0.54	0.54	0.49	0.63	0.78	0.83	0.83	0.98	6.60
69	0.93	1.10	1.00	1.18	1.27	1.43	1.21	1.24	1.11	1.13	11.61
70	0.89	0.88	0.92	0.89	0.97	0.84	1.00	1.03	0.91	0.92	9.24
71	1.07	0.88	0.72	0.80	0.94	0.96	0.91	0.94	0.96	0.88	9.06
72	1.12	1.27	0.74	0.45	0.94	0.82	0.74	0.73	0.59	0.72	8.13
73	0.60	0.53	0.53	0.45	0.39	0.44	0.39	0.37	0.43	0.51	4.62
74	0.42	0.32	0.29	0.30	0.48	0.38	0.40	0.38	0.28	0.23	3.48
75	0.25	0.23	0.25	0.16	0.22	0.26	0.25	0.22	0.23	0.21	2.28
76	0.19	0.20	0.19	0.18	0.23	0.19	0.16	0.16	0.24	0.20	1.94
77	0.23	0.19	0.21	0.19	0.16	0.18	0.20	0.20	0.12	0.12	1.81
78	0.08	0.07	0.08	0.04	0.06	0.07	0.05	0.05	0.05	0.06	0.61
79	0.06	0.05	0.05	0.07	0.06	0.11	0.06	0.07	0.06	0.09	0.69
80	0.07	0.05	0.07	0.07	0.05	0.06	0.07	0.06	0.06	0.08	0.64
81	0.06	0.06	0.03	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.29
82	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.03	0.21
83	0.02	0.01	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.20
84	0.02	0.03	0.03	0.01	0.02	0.02	0.03	0.03	0.03	0.03	0.27
85	0.02	0.03	0.03	0.04	0.04	0.03	0.01	0.01	0.01	0.01	0.24
86	0.01	0.02	0.01	0.01	0.01	0.02	0.01	0.01	0.01	0.01	0.14
87	0.02	0.02	0.02	0.02	0.01	0.01	0.01	0.01	0.01	0.02	0.14
88	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.09
89	0.00	0.01	0.00	0.01	0.01	0.00	0.01	0.00	0.01	0.01	0.05
90	0.01	0.01	0.01	0.00	0.01	0.00	0.00	0.00	0.01	0.00	0.04
91	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.01	0.00	0.01	0.04
92	0.01	0.01	0.01	0.01	0.00	0.00	0.00	0.00	0.01	0.00	0.05
93	0.01	0.00	0.01	0.01	0.01	0.00	0.01	0.00	0.01	0.01	0.06
94	0.00	0.01	0.00	0.01	0.00	0.01	0.00	0.01	0.00	0.00	0.04
95	0.00	0.00	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.07
96	0.00	0.01	0.01	0.01	0.00	0.01	0.01	0.01	0.00	0.00	0.06
97	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
98	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
99	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
100	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

## **Exceedance Chart**



### **Exceedance Table**

	0%	1%	2%	3%	4%	5%	6%	7%	8%	9%
0%		84.9	80.8	79.4	77.8	77.2	76.7	76.2	75.7	75.3
10%	74.8	74.5	74.3	74	73.7	73.5	73.2	73	72.9	72.7
20%	72.6	72.4	72.3	72.2	72	72	71.9	71.8	71.7	71.5
30%	71.4	71.3	71.2	71.1	71	70.9	70.8	70.7	70.6	70.5
40%	70.3	70.2	70.1	70	69.9	69.8	69.7	69.6	69.5	69.5
50%	69.4	69.3	69.2	69.2	69.1	69	68.9	68.8	68.6	68.5
60%	68.4	68.2	68	67.8	67.6	67.3	67.2	67	66.9	66.7
70%	66.6	66.4	66.3	66.2	66.1	66	65.9	65.8	65.7	65.6
80%	65.5	65.4	65.2	65	64.8	64.5	64.2	64	63.8	63.5
90%	63.4	63.2	63.1	62.9	62.7	62.5	62.4	62.1	61.8	61.5
100%	60.9									

Logged Data Chart



# **Manhattan Place Receptors**

9/29/2016

#### **Information Panel**

Name	S338_BIJ050019_05102016_144850
Start Time	Thursday, September 9, 2016, 5:33pm
Stop Time	Thursday, September 9, 2016, 5:48pm
Device Model Type	SoundPro DL

#### **General Data Panel**

<b>Description</b>	Meter	Value	<b>Description</b>	Meter	<u>Value</u>
Leq	1	64.9dB	Exchange Rate	1	3dB
Weighting	1	А	Response	1	SLOW
Bandwidth	1	OFF	Exchange Rate	2	3dB
Weighting	2	С	Response	2	SLOW

#### **Statistics Chart**



# **Statistics Table**

dB	0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	%
50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
52	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
53	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
54	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
55	0.13	0.05	0.03	0.05	0.08	0.13	0.22	0.19	0.28	0.41	1.57
56	0.29	0.32	0.30	0.36	0.39	0.52	0.49	0.64	0.50	0.70	4.51
57	0.60	0.67	0.39	0.59	0.42	0.67	0.71	0.52	0.57	0.71	5.83
58	0.71	0.61	0.76	1.00	0.98	0.94	0.91	0.90	0.86	0.96	8.64
59	1.19	1.25	1.20	1.27	1.27	1.22	1.56	1.62	1.62	1.66	13.86
60	1.66	1.72	1.20	1.51	1.52	1.47	1.34	1.25	1.19	1.34	14.22
61	1.36	1.52	1.53	1.42	1.53	1.70	1.50	1.28	1.23	1.27	14.35
62	1.31	1.39	1.20	0.96	0.95	1.00	0.96	1.09	1.09	0.97	10.93
63	1.06	1.14	0.71	0.71	0.74	0.62	0.59	0.70	0.81	0.81	7.88
64	0.77	0.84	0.63	0.47	0.51	0.57	0.52	0.62	0.46	0.37	5.75
65	0.47	0.44	0.40	0.44	0.43	0.50	0.43	0.41	0.46	0.49	4.47
66	0.42	0.33	0.20	0.22	0.22	0.22	0.17	0.25	0.24	0.27	2.55
67	0.22	0.22	0.21	0.22	0.22	0.22	0.15	0.10	0.12	0.09	1.77
68	0.11	0.08	0.11	0.11	0.07	0.09	0.06	0.08	0.07	0.08	0.86
69	0.07	0.06	0.05	0.06	0.07	0.06	0.07	0.06	0.06	0.06	0.61
70	0.15	0.11	0.08	0.07	0.07	0.09	0.04	0.05	0.04	0.05	0.75
71	0.03	0.03	0.04	0.05	0.05	0.02	0.02	0.02	0.02	0.02	0.29
72	0.02	0.02	0.02	0.01	0.02	0.02	0.02	0.02	0.02	0.02	0.18
73	0.02	0.02	0.02	0.03	0.03	0.02	0.01	0.02	0.01	0.02	0.19
74	0.02	0.01	0.01	0.02	0.02	0.01	0.02	0.01	0.02	0.02	0.15
75	0.02	0.02	0.02	0.01	0.02	0.03	0.05	0.01	0.01	0.01	0.20
76	0.01	0.02	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.06
77	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.03
78	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.03
79	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.03
80	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.03
81	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.03
82	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02
83	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.03
84	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.03
85	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.03
86	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.03
87	0.00	0.00	0.00	0.00	0.00	0.01	0.01	0.01	0.01	0.01	0.07
88	0.01	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.04
89	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
90	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

## **Exceedance Chart**



### **Exceedance Table**

	0%	1%	2%	3%	4%	5%	6%	7%	8%	9%
0%		72.8	70	68.6	67.5	67.1	66.6	66.2	65.8	65.6
10%	65.4	65.2	64.9	64.7	64.5	64.3	64.1	64	63.9	63.8
20%	63.6	63.5	63.3	63.2	63	63	62.9	62.8	62.7	62.6
30%	62.5	62.4	62.3	62.2	62.1	62	61.9	61.9	61.8	61.7
40%	61.6	61.5	61.5	61.4	61.4	61.3	61.2	61.1	61.1	61
50%	61	60.9	60.8	60.7	60.6	60.6	60.5	60.4	60.3	60.3
60%	60.2	60.2	60.1	60	59.9	59.9	59.8	59.8	59.7	59.6
70%	59.6	59.5	59.5	59.4	59.3	59.2	59.1	59.1	59	58.9
80%	58.8	58.7	58.6	58.5	58.4	58.3	58.2	58	57.9	57.7
90%	57.5	57.4	57.2	57	56.8	56.7	56.5	56.3	56	55.7
100%	54.9									

Logged Data Chart



# 3950 W. 6th Street Residences

# Construction Noise - Unmitigated

### **Total Equipment Noise Levels**

Source	Emission Level (dBA)	Usage Factor	Adjusted dBA
Concrete Mixer	79	0.4	75.0
Concrete Pumper	81	0.2	74.0
		Combined dBA	77.6

## **Building Row Shielding**

lf gaps ii	If gaps in the row of buildings constitute less than 35% of the length of the row:					
R	2	2 *number of rows of buildings between source and receiver				
A(buildings)	6.5					

If gaps in	If gaps in the row of buildings constitute between 35-65% of the length of the row:				
R	0	0 *number of rows of buildings between source and receiver			
A(buildings)	0				

lf gaps ii	n the row of buildii	ngs constitute more than 65% of the length of the row:
A(buildings)	0	

## **Tree Zone Shielding**

Where at least 100 feet of trees intervene between source and receiver, <b>and</b> if no clear line of sight exists			
between source and receiver, <b>and</b> if the trees extend 15 feet or more above the line of sight:			
w	0	*width of the tree zone along the line of sight between source and receiver, in feet.	
A(trees)	0		

## **Cumulative Shielding**

Аххх	0
Аххх	0
Аххх	0
A(buildings)	6.5
A(buildings)	0
A(trees)	0
A(cumulative)	6.5

# 3950 W. 6th Street Residences

### Unmitigated Construction Noise Level

Total Equipment Noise Level	77.6	
Cumulative Shielding (A)	6.5	
G	0	
D	215	*Distance from source to receptor
Unmitigated Construction Noise 5		*Represents level of unmitigated construction noise at receptor
		location.

#### **Unmitigated Receptor Noise Level**

Unmitigated Construction Noise	58.4	
Existing Ambient Noise	72	*Represents existing ambient noise conditions, as recorded in
		monitoring studies.
Unmitigated Ambient Noise	72.2	*Represents projected ambient noise conditions with the
		addition of unmitigated construction hoise.
Unmitigated Increase	0.2	

#### Sources

Federal Highway Administration (FHWA), Construction Noise Handbook, August 2006

Federal Transit Administration (FTA), Transit Noise and Vibration Assessment, May 2006

California Department of Transportation, Technical Noise Supplement to the Traffic Noise Analysis Protocol, September 2013

# Solair Wilshire Residences

# Construction Noise - Unmitigated

#### **Total Equipment Noise Levels**

Source	Emission Level (dBA)	Usage Factor	Adjusted dBA
Concrete Mixer	79	0.4	75.0
Concrete Pumper	81	0.2	74.0
		Combined dBA	77.6

## **Building Row Shielding**

If gaps in the row of buildings constitute less than 35% of the length of the row:		
R	0 *number of rows of buildings between source and receiver	
A(buildings)	0	

If gaps in the row of buildings constitute between 35-65% of the length of the row:			
R	0 *number of rows of buildings between source and receiver		
A(buildings) 0			

lf gaps ii	If gaps in the row of buildings constitute more than 65% of the length of the row:		
A(buildings)	0		

## **Tree Zone Shielding**

Where at least 100 feet of trees intervene between source and receiver, <b>and</b> if no clear line of sight exists			
between source and receiver, <b>and</b> if the trees extend 15 feet or more above the line of sight:			
w	0	*width of the tree zone along the line of sight between source and receiver, in feet.	
A(trees)	0		

## **Cumulative Shielding**

Аххх	0
Аххх	0
Аххх	0
A(buildings)	0
A(buildings)	0
A(trees)	0
A(cumulative)	0
# Solair Wilshire Residences

#### Unmitigated Construction Noise Level

Total Equipment Noise Level	77.6	
Cumulative Shielding (A)	0	
G	0	
D	100	*Distance from source to receptor
Unmitigated Construction Noise	71.5	*Represents level of unmitigated construction noise at receptor
		location.

#### **Unmitigated Receptor Noise Level**

Unmitigated Construction Noise	71.5	
Existing Ambient Noise	74.3	*Represents existing ambient noise conditions, as recorded in
		monitoring studies.
Unmitigated Ambient Noise	76.1	*Represents projected ambient noise conditions with the
		addition of unmitigated construction hoise.
Unmitigated Increase	1.8	

#### Sources

Federal Highway Administration (FHWA), Construction Noise Handbook, August 2006

Federal Transit Administration (FTA), Transit Noise and Vibration Assessment, May 2006

California Department of Transportation, Technical Noise Supplement to the Traffic Noise Analysis Protocol, September 2013

# **Christ Unity Manor Residences**

# Construction Noise - Unmitigated

#### **Total Equipment Noise Levels**

Source	(dBA)	Usage Factor	Adjusted dBA
	73	0.4	73.0
Concrete Pumper	81	0.2	/4.0
		Combined dBA	77.6

### **Building Row Shielding**

If gaps in the row of buildings constitute less than 35% of the length of the row:			
R	0 *number of rows of buildings between source and receiver		
A(buildings)	(buildings) 0		

If gaps in the row of buildings constitute between 35-65% of the length of the row:			
R	0 *number of rows of buildings between source and receiver		
A(buildings)	A(buildings) 0		

If gaps in the row of buildings constitute more than 65% of the length of the row:		
A(buildings)	0	

### **Tree Zone Shielding**

Where at least 1	Where at least 100 feet of trees intervene between source and receiver, <b>and</b> if no clear line of sight exists		
between source and receiver, <b>and</b> if the trees extend 15 feet or more above the line of sight:			
w	<b>0</b> *width of the tree zone along the line of sight between source and receiver, in feet.		
A(trees)	0		

## **Cumulative Shielding**

Аххх	0
Аххх	0
Аххх	0
A(buildings)	0
A(buildings)	0
A(trees)	0
A(cumulative)	0

Page 1

# Christ Unity Manor Residences

## Unmitigated Construction Noise Level

Total Equipment Noise Level	77.6	
Cumulative Shielding (A)	0	
G	0	
D	140	*Distance from source to receptor
Unmitigated Construction Noise	68.6	*Represents level of unmitigated construction noise at receptor
		location.

### Unmitigated Receptor Noise Level

Unmitigated Construction Noise	68.6	
Existing Ambient Noise	64.9	*Represents existing ambient noise conditions, as recorded in
		monitoring studies.
Unmitigated Ambient Noise	70.2	*Represents projected ambient noise conditions with the
		addition of unmitigated construction hoise.
Unmitigated Increase	5.3	

# **Christ Unity Manor Residences**

## Construction Noise - Mitigated

#### **Construction Equipment Mitigation**

Source	Emission Level (dBA)	Usage Factor	Mitigative Attenuation	Adjusted dBA
Concrete Mixer	79	0.4	0	75.0
Concrete Pumper	81	0.2	0	74.0
		Combined d	BA, Mitigated	77.6

#### **Mitigated Construction Noise Level**

Total Equipment Noise Level	77.6	
Cumulative Shielding (A)	0	
Sound Barrier Shielding	5.0	
G	0.0	
D	140	*Distance from source to receptor
Mitigated Construction Noise	63.6	*Represents level of mitigated construction noise at receptor
		location.

#### Mitigated Receptor Noise Level

Mitigated Construction Noise	63.6	
Existing Ambient Noise	64.9	*Represents existing ambient noise conditions, as recorded in
		monitoring studies.
Mitigated Ambient Noise	67.3	*Represents projected ambient noise conditions with the
		addition of mitigated construction noise.
Mitigated Increase	2.4	

#### **Sources**

Federal Highway Administration (FHWA), Construction Noise Handbook, August 2006

Federal Transit Administration (FTA), Transit Noise and Vibration Assessment, May 2006

California Department of Transportation, Technical Noise Supplement to the Traffic Noise Analysis Protocol, September 2013

# **Christ Church**

Page 1

# Construction Noise - Unmitigated

#### **Total Equipment Noise Levels**

Source	Emission Level (dBA)	Usage Factor	Adjusted dBA
Concrete Mixer	79	0.4	75.0
Concrete Pumper	81	0.2	74.0
		Combined dBA	77.6

### **Building Row Shielding**

If gaps in the row of buildings constitute less than 35% of the length of the row:		
R	0 *number of rows of houses between source and receiver	
A(buildings)	0	

If gaps in the row of buildings constitute between 35-65% of the length of the row:			
R	0 *number of rows of houses between source and receiver		
A(buildings)	uildings) 0		

If gaps in the row of buildings constitute more than 65% of the length of the row:		
A(buildings)	0	

# **Tree Zone Shielding**

Where at least 1	Where at least 100 feet of trees intervene between source and receiver, <b>and</b> if no clear line of sight exists		
between source and receiver, <b>and</b> if the trees extend 15 feet or more above the line of sight:			
w	0 *width of the tree zone along the line of sight between source and receiver, in feet.		
A(trees)	0		

## **Cumulative Shielding**

Аххх	0
Аххх	0
Аххх	0
A(buildings)	0
A(buildings)	0
A(trees)	0
A(cumulative)	0

# **Christ Church**

### Unmitigated Construction Noise Level

Total Equipment Noise Level	77.6	
Cumulative Shielding (A)	0	
G	0	
D	90	*Distance from source to receptor
Unmitigated Construction Noise	72.4	*Represents level of unmitigated construction noise at receptor
		location.

### Unmitigated Receptor Noise Level

Unmitigated Construction Noise	72.4	
Existing Ambient Noise	64.9	*Represents existing ambient noise conditions, as recorded in
		monitoring studies.
Unmitigated Ambient Noise	73.2	*Represents projected ambient noise conditions with the
		addition of unmitigated construction noise.
Unmitigated Increase	8.3	

# **Christ Church**

Page 3

## **Construction Noise - Mitigated**

#### **Construction Equipment Mitigation**

· ·		Combined d	BA, Mitigated	77.6
Concrete Pumper	81	0.2	0	74.0
Concrete Mixer	79	0.4	0	75.0
Source	Emission Level (dBA)	Usage Factor	Mitigative Attenuation	Adjusted dBA

#### **Mitigated Construction Noise Level**

Total Equipment Noise Level	77.6	
Cumulative Shielding (A)	0	
Sound Barrier Shielding	5.0	
G	0.0	
D	90	*Distance from source to receptor
Mitigated Construction Noise	67.4	*Represents level of mitigated construction noise at receptor
		location.

#### Mitigated Receptor Noise Level

Mitigated Construction Noise	67.4	
Existing Ambient Noise	64.9	*Represents existing ambient noise conditions, as recorded in
		monitoring studies.
Mitigated Ambient Noise	69.4	*Represents projected ambient noise conditions with the
		addition of mitigated construction noise.
Mitigated Increase	4.5	

#### **Sources**

Federal Highway Administration (FHWA), Construction Noise Handbook, August 2006

Federal Transit Administration (FTA), Transit Noise and Vibration Assessment, May 2006

California Department of Transportation, Technical Noise Supplement to the Traffic Noise Analysis Protocol, September 2013



#### **REFERRAL FORMS:**

## DEPARTMENT OF TRANSPORATION REFERRAL FORM: TRAFFIC STUDY ASSESSMENT

The Department of Transportation (DOT) Referral Form serves as an initial assessment to determine whether a project requires a traffic Study.

<u>Prior</u> to the submittal of a referral form with DOT, a Planning case must have been filed with the Department of City Planning, and:

□ The referral form must be accompanied by a proof of filing of an Environmental Assessment Form (EAF) or Environmental Impact Report (EIR) for a project with new floor area, change of use, new construction; and

Project exceeds a threshold as listed in the "Traffic Study Exemption Thresholds"

#### NOTES:

- 1. All new school projects, <u>including by-right projects</u>, must contact DOT for an assessment of the school's proposed drop-off/pick-up scheme and to determine if any traffic controls, school warning and speed limit signs, school crosswalk and pavement markings, passenger loading zones and school bus loading zones are needed.
- 2. Unless exempted, projects located within a transportation specific plan area may be required to pay a traffic impact assessment fee regardless of the need to prepare a traffic study.
- 3. Pursuant to LAMC Section 19.15, a review fee payable to DOT may be required to process this form. The applicant should contact the appropriate DOT Development Services Office to arrange payment.
- 4. DOT's Traffic Study Policies and Procedures can be found at http://ladot.lacity.org, under "B-Permit & Traffic Studies."

RELATED CODE SECTION/ORDINANCE: LAMC Section 16.05; various ordinances

**SPECIALIZED REQUIREMENTS:** When submitting this referral form to DOT, include the documents listed below:

- Copy of completed Planning Department Master Land Use Permit Application (CP-7771)
- Copy of a fully dimensioned site plan showing all existing and proposed structures, parking and loading areas, driveways, as well as on-site and off-site circulation.
- □ If filing for purposes of Site Plan Review, a copy of the completed Site Plan Review Supplemental Application (CP-2150)

**DOT DEVELOPMENT SERVICES DIVISION OFFICES:** Please route this form for processing to the appropriate DOT Office as follows:

Metro	West LA	Valley
213-972-8482	213-485-1062	818-374-4699
100 S Main St, 9 <sup>th</sup> Floor	7166 W Manchester Blvd	6262 Van Nuys Blvd, 3 <sup>rd</sup> Floor
Los Angeles, CA 90012	Los Angeles, CA 90045	Van Nuys, CA 91401

#### TO BE VERIFIED BY CITY PLANNING STAFF PRIOR TO DOT REVIEW PROJECT INFORMATION

Case Number:	
Project Address:	
Project Description:	

# TO BE COMPLETED BY DOT STAFF:

TRIP	GENERA	ΓΙΟΝ	CALCUL	N

	Land Use (list each use)	Size / Unit	Daily Trips	AM Peak Hour Trips	PM Peak Hour Trips
Proposed -					
		Total new trips:			
- Existing - -					
		Total existing trips:			
	Net Increase	/ Decrease (+ or - )			
DOT					

Comments:

Please note that this form is not intended to address the project's site access plan, driveway dimensions and location, internal circulation elements, dedication and widening, etc. These items require separate review and approval by DOT.

Transportation Specific Plan Area:		Yes □ Fee Calculati	No 🗆		
Traffic Study Required:	Yes 🛛	No 🗆			
Prepared by DOT Staff:	Name:			Phone:	
	Signature:			Date:	