



DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

Los Angeles City Planning Commission

Date: May 11, 2017
Time: 8:30 a.m.
Place: City Hall, 3rd Floor
Los Angeles City Hall
Public Works Board Room
200 North Spring Street, Room 350
Los Angeles, CA 90012

Public Hearing: January 10, 2017
Appeal Status: Project Permit Compliance is
appealable to City Council. Off-
Menu Density Bonus is not
further appealable.
Expiration Date: June 21, 2017
Multiple Approval: Yes

Case No.: **CPC-2016-3761-DB-SPP**
CEQA No.: ENV-2016-3762-MND
Council No.: 10 – Herb J. Wesson, Jr.
Plan Area: West Adams - Baldwin
Hills - Leimert
Specific Plan: Crenshaw Corridor
South Los Angeles
Alcohol Sales
Certified NC: United Neighborhoods of
the Historic Arlington
Heights, West Adams,
and Jefferson Park
Communities
GPLU: Neighborhood
Commercial
Zone: C2-1-O-SP
Applicant: 4342 Adams LP
Representative: Jim Ries
Craig Lawson & Co., LLC

PROJECT LOCATION: 4339 - 4355 West Adams Boulevard, legally described as Lots: 52, 53, 54; Chiswick Tract.

PROPOSED PROJECT: The proposed project is the construction of a 49 feet tall (four stories), 48-unit senior apartment building that will contain five (5) restricted affordable units for Very Low Income seniors, forty-two (42) restricted affordable units for Low Income seniors for a period of 55 years, and one (1) market rate manager's unit. The project will provide 5,950 square feet of open space. The Applicant has requested two on-menu Density Bonus Incentives for an increase in FAR of 2.92:1, and a 4-foot increase in building height. Additionally, the Applicant has requested two off-menu Density Bonus Incentives to allow a greater than 20 percent reduction of the rear and side yards. The project site encompasses 21,219 square feet in lot area and is located at the northwest corner of Adams Boulevard and Bronson Avenue in the West Adams-Baldwin Hills-Leimert Community Plan area. The property is zoned C2-1-O-SP with a land use designation of Neighborhood Commercial.

REQUESTED ACTION:

1. Pursuant to Los Angeles Municipal Code (LAMC) Section 12.22 A.25, a **Density Bonus** for the construction of a residential development with 48 residential units (with a set aside of 98 percent, five (5) units for Very Low Income Senior Households and forty-two (42) units for Low Income Senior Households for a period of 55 years); a Density Bonus Parking Incentive (Parking Option 2) and requesting two On-Menu and two Off-Menu Incentives as follows:
 - a. Pursuant to LAMC Section 12.22 A.25 (f)(4), an On-Menu incentive to allow an increase of the Floor Area Ratio (FAR) to 2.92 in lieu of the maximum permitted 1.5 FAR as required by LAMC Section 12.21.1A.1;
 - b. Pursuant to LAMC Section 12.22 A.25(f)(5), an On-Menu incentive to allow a building height increase of 4 feet to allow a building 49 feet in height in lieu of

the 45 feet height limit as required in the Crenshaw Corridor Specific Plan;

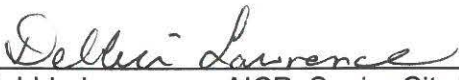
- c. Pursuant to LAMC Section 12.22 A.25(g)(3), an Off-Menu incentive to allow a reduction of the rear yard to seven (7) feet in lieu of the sixteen (16) feet as required by LAMC Section 12.11 C.3;
- d. Pursuant to LAMC Section 12.22 A.25 (g)(3), an Off-Menu incentive to allow a reduction of the side yard to zero (0) feet in lieu of the seven (7) feet required by LAMC Section 12.11 C.2;
2. Pursuant to LAMC Section 11.5.7 C, a **Project Permit Compliance** for the Crenshaw Corridor Specific Plan for a new residential development;
3. Pursuant to Section 21082.1(c)(3) of the California Public Resources Code (CPRC), **Adopt the Mitigated Negative Declaration** (ENV-2016-3762-MND) for the above referenced project; and
4. Pursuant to Section 21081.6 of the CRPC and Section 15097 of the CEQA Guidelines, a **Mitigation Monitoring Program** for ENV-2016-3762-MND.

RECOMMENDED ACTIONS:

1. FIND, pursuant to CEQA Guidelines Section 15074(b), after consideration of the whole of the administrative record, including the Mitigated Negative Declaration, No. ENV- 2016-3762-MND ("Mitigated Negative Declaration"), and all comments received, with the imposition of mitigation measures, there is no substantial evidence that the project will have a significant effect on the environment; FIND the Mitigated Negative Declaration reflects the independent judgment and analysis of the City; FIND the mitigation measures have been made enforceable conditions on the project; and ADOPT the Mitigated Negative Declaration and the Mitigation Monitoring Program prepared for the Mitigated Negative Declaration.
2. **Approve two (2) on-menu incentives.** Pursuant to Section 12.22 A.25 of the Los Angeles Municipal Code, for a project totaling 48 dwelling units, reserving 5 for Very Low Income Senior Households and reserving 42 for Low Income Senior Households, for a period of 55 years:
 - a. An increase in the Floor Area Ratio (FAR) to 2.92:1 in lieu of the otherwise required 1.5:1 FAR.
 - b. A 4-foot increase in the building height to 49 feet in lieu of the otherwise required 45 feet in the Crenshaw Corridor Specific Plan.
3. **Approve one (1) off-menu incentives and one (1) off menu waiver.** Pursuant to Section 12.22 A.25 of the Municipal Code, for a project totaling 48 dwelling units, reserving 5 for Very Low Income Senior Household occupancy and reserving 42 for Low Income Senior Household occupancy for a period of 55 years:
 - a. (Incentive) A reduction in the required side yard setback to allow zero (0) feet in lieu of the 7 feet otherwise required in C2-1-O-SP Zone.
 - b. (Waiver) A reduction in the required rear yard setback to allow seven (7) feet in lieu of the 16 feet otherwise required in C2-1-O-SP Zone.
4. **Approve a Specific Plan Project Permit Compliance Review**, pursuant to Section 11.5.7 C. of the Municipal Code, with the Crenshaw Corridor Specific Plan.
5. **Adopt the attached Findings.**

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PROJECT ANALYSIS

PROJECT SUMMARY

The proposed project is a 48-unit Senior residential building that is approximately 49 feet in height and encompasses approximately 62,000 square feet of floor area. The project provides 29 parking spaces at grade level and 53 bicycle parking spaces. The grade level is accessed from Bronson Avenue to the east. The Project includes approximately 5,950 square feet of open space.

The Applicant proposes to utilize Los Angeles Municipal Code (LAMC) Section 12.22 A 25 (Density Bonus) to set aside five units (10 percent) for Very Low Income Senior Households, forty-two units (88 percent) for Low Income Senior Households for a period of 55 years, and one market-rate manager's unit, for a total of 48 units. The Density Bonus Ordinance grants an increase in the permitted density in exchange for the Applicant setting aside a portion of their by-right dwelling units.

The Applicant is requesting two "on-menu" incentives and two "off-menu" requests to deviate from development standards in order to facilitate the provision of affordable housing at the site. Because the subject case includes two off-menu Density Bonus requests, the City Planning Commission has the decision-making authority for the Project pursuant to LAMC 12.22.A.25.

The project is comprised of the following:

	Provided
Land Area (Gross)	21,219 sf.
Buildable Area	31,829 sf.
Gross Project Area	62,000 sf.
Total Units	48
- 0-1-Bedroom	47
- 2-Bedroom	1
Floor Area Ratio	2.92:1
Automobile Parking	29
Bicycle Parking	53
Front Yard Setback (east)	8 ft.
Side Yard Setback (south)	0 ft.
Side Yard Setback (north)	16 ft.
Rear Yard Setback (west)	7 ft.
Open Space	5,950 sf.
Building Height	49 ft.
Number of Stories	4

A public hearing was held on January 10, 2017. Written testimonies were received citing concerns in regards to the proposed building height and the number of parking spaces provided on-site. Through consultation with the neighborhood council and as a response to community's concerns, the applicant revised the project and eliminated the originally proposed fifth story. The proposed building height, number of stories, floor area ratio, and number of dwelling units have been reduced to reflect the project that is before you today.

BACKGROUND

The project site is located at the northwest corner of Adams Boulevard and Bronson Avenue in the West Adams – Baldwin Hills – Leimert Community Plan area. The site is also located in Subarea A of the Crenshaw Corridor Specific Plan. The updated West Adams – Baldwin Hills – Leimert Community Plan was adopted by the City Council on March 7, 2017. The Community Plan Map designates the property for Neighborhood Commercial use with a corresponding zone of C2. The property is zoned C2-1-O-SP and is limited to a Floor Area Ratio of 1.5:1. The Crenshaw Corridor Specific Plan limits the vertical height to 45 feet for the subject parcel. A building in the Height District I designed and used entirely for residential purposes is not limited as to number of stories. The currently vacant site is approximately 21,219 square feet in lot area. The Expo/Crenshaw Rail Station is approximately 0.8 miles from the project site. The subject property is located approximately 285 feet outside the west border of the West Adams Terrace Historic Preservation Overlay Zone (HPOZ).

Surrounding Zones and Uses

Surrounding properties are zoned C2-2D-O-SP, C2-1-SP, RD2-1-O, RD2-1-O, R1-1-HPOZ, C2-1-HPOZ-SP, [Q] C2-2D-O-SP, C2-2D-SP, R2-1-SP, R3-1-SP, and developed with commercial establishments, multifamily and single family dwellings. Adjacent property to the north is a three-story multifamily development in the C2-1-O-SP Zone. Properties to the south of the project site across from Adams Boulevard are developed with one and two-story commercial establishments in the C2-2D-SP Zone. Properties to the east of the project site across from Bronson Avenue are developed with a church and surface parking lot in the C2-1-SP Zone. Abutting property to the west is a gas station, located at the intersection of Crenshaw Boulevard and Adams Boulevard. All four corners of the Crenshaw/Adams intersection are developed with gas stations in the C2-2D-SP, C2-2D-O-SP, and [Q] C2-2D-O-SP Zones.

Streets and Circulation

Adams Boulevard: Abutting the subject site on the south is a designated Avenue I with two travel lanes in each direction and improved to a variable width of approximately 100 to 105 feet.

Bronson Avenue: Abutting the subject site on the east is a Local Street with one travel lane in each direction and improved to a width of 60 feet.

Relevant Cases

Case No. CPC-2006-5567-CPU – West Adams-Baldwin Hills-Leimert Community Plan Update and Amendments to the Crenshaw Corridor Specific Plan. Ordinance Nos. 184,796, 184,795, 184,794 Adopted by City Council on March 7, 2017. Effective April 19, 2017.

Case No. CPC-2002-3854-SP - Effective Nov. 14, 2004, Ordinance No. 176,230 establishing the Crenshaw Corridor Specific Plan.

Case No. CPC-1995-80-CPR-ZC - West Adams-Baldwin Hills-Leimert Community Plan revisions and zone change; Ordinance 172,093, CF 97-0543

Case No. CPC-1990-346-CA - Code Amendment to the LAMC for an ordinance to prohibit the granting of a Conditional Use Permit for the off-site sale of alcoholic beverages; South Central Alcohol Sales Specific Plan, Ordinance 171,681.

Case No. CPC-1988-146-CUB - Conditional Use to permit the sale of alcoholic beverages for off-site consumption (*4339 W. Adams Blvd.*)

Transit Access

The project site is approximately 150 feet from Crenshaw Boulevard and Adams Boulevard, a prominent intersection with several bus lines that run north and south on Crenshaw Boulevard with connection to the Expo Rail Line. There are Rapid Transit bus, local bus, and DASH stops within walking distance of the subject site. The Expo/Crenshaw Rail Station is approximately 0.8 miles from the project site. The Expo Rail Line provides access to Downtown Los Angeles and west into the City of Santa Monica. Several local bus lines have bus stops at the intersection of Crenshaw Boulevard and Adams Boulevard, ranging from 160 feet to 350 feet away from the project site. Public transit on Adams Boulevard is served by Metro Local Bus 37 and Los Angeles DASH Midtown (LDMID), with bus stops located approximately 250 feet from the project site. The LDMID runs along Adams Boulevard with connections to San Vicente Boulevard and Western Avenue, as well as Expo Line and the Crenshaw Mall. LDMID connects with DASH Crenshaw route and DASH Leimert/Slauson route.

REQUESTED ACTIONS

Density Bonus

The Applicant proposes a project totaling 48 dwelling units, which reserves 5 for Very Low Income Senior Household occupancy and reserves 42 for Low Income Senior Household occupancy for a period of 55 years, with one market-rate manager's unit. As a result of setting aside these restricted affordable units, the Applicant qualifies for a density bonus increase up to 35 percent, or up to 19 additional units. The Applicant is not seeking any density bonus units. Thus, if approved, the project site will provide 5 units restricted to Very Low Income Senior Households, 42 units to Low Income Senior Households, and one market-rate manager's unit in the proposed building.

On-Menu Incentives – Increase in FAR and Building Height

By providing 88% low income units (42 low income of 48 base units) the development qualifies for three incentives.

The Applicant has requested two on-menu Density Bonus Incentives for the following:

Floor Area Ratio (FAR). The proposed project requests an increase in the Floor Area Ratio (FAR) from 1.5:1 to 2.92:1 for the subject site which is zoned C2-1-O-SP. The increase in FAR allows for the construction of affordable units which are sufficient in size and developed throughout the entirety of the site.

Building Height. A Density Bonus project is permitted a percentage increase in the height requirements in feet equal to the percentage of Density Bonus for which the Housing Development Project is eligible. Per LAMC Section 12.21.A.10(i), in any zone in which the height or number of stories is limited, this height increase shall permit a maximum of eleven additional feet or one additional story, whichever is lower, to provide the Restricted Affordable Units. The proposed project requests an increase of 4 feet in the building height to allow a maximum height of 49 feet.

Off-Menu Incentive/Waiver of Development Standards - Reduced Rear Yard and Side Yard Setbacks. The Applicant is requesting two deviations from development standards that are not listed as on-menu incentives. In a letter dated August 10, 2016, Los Angeles Department of Building and Safety, Zoning Division, cited pursuant to LAMC Section 12.03 the front lot line of a corner lot is defined as a line separation the narrowest street frontage of the lot from the street. The Adams Boulevard frontage is approximately 176 feet in length and the Bronson Avenue

frontage is 101 feet in length. This determination required that Bronson Avenue be considered the front of the proposed project.

Reduced Rear Yard Setback. A reduction in the rear yard setback to seven (7) feet in lieu of the sixteen (16) feet required.

Reduced Side Yard Setback. A reduction in the southern side yard setback to zero (0) feet in lieu of the seven (7) feet required.

As a result of the percentage of low income units proposed, one requested off-menu deviation may be sought as an incentive, and the other as a waiver. Per the State Density Bonus Program and the LAMC, a project may request waivers or modifications of any development standard that is not listed by LAMC Section 12.22.A.25(f) as an on-menu incentive. The requested off-menu incentive or waiver requires approval by the City Planning Commission. The decision of the City Planning Commission is final, pursuant to LAMC Section 12.22 A.25.

Parking. By setting aside five of the units as Very Low Income Senior affordable units, the project may utilize reduced vehicle parking requirements under LAMC Section 12.22 A.25 Parking Option 2, which permits one half parking space per Low- and Very Low Income Senior unit, and AB 744 (California Government Code Section 65915(p)(2)) requires one half parking space for the market-rate manager's unit. The Applicant proposes to provide 29 automobile parking spaces and 53 bicycle parking spaces on site.

Project Permit Compliance Review

The proposed project is located within Subarea A (Neighborhood Commercial) of the updated Crenshaw Corridor Specific Plan ("Specific Plan") adopted as Ordinance 184,795, effective April 19, 2017. The Applicant is requesting a Project Permit Compliance Review approval with the Specific Plan. The Specific Plan provides design guidelines and standards for new residential projects of five units or more for the Crenshaw Corridor.

Mitigated Negative Declaration

A Mitigated Negative Declaration was prepared as Case No. ENV-2016-3762-MND. The case was prepared and circulated for public review on November 24, 2016 and the circulation period ended on December 12, 2016. The MND found that the proposed project would result in potential adverse impacts to biological resources, cultural resources, geology and soils, and tribal cultural resources; however, these potential impacts would be mitigated to a less than significant level.

ISSUES

The following section includes a list of issues related to the project. These issues were raised at the public hearing held on January 10, 2017, through written letters, or in discussions with the applicant. Detailed comments made at the public hearing along with a list of letters submitted are found at the Public Hearing portion of this report.

Professional Volunteer Program

Design review as part of the Professional Volunteer Program (PVP) took place on December 13, 2016. Present at the meeting were staff members of the Urban Design Studio, Project Planning Bureau planners, and six volunteer architects. At the meeting, the project was introduced by the Urban Design Studio and followed by a PowerPoint presentation that discussed the project site, surrounding area, and proposed project design and functionality. The PVP discussed the building's general design and massing, facade, and landscaping.

The PVP recommended re-orientation of the second floor courtyard to ensure adequate natural lighting and to enhance the view for residents. They also recommended community gardens and removable seating arrangements for the seniors. Specifically, the volunteer architects were concerned with the rear yard setback adjoining the gas station to the west. They recommended for additional screening along the property line for shielding from lights spilled over from the gas station. The group was also concerned with the corner entrance at the intersection of Adams Boulevard and Bronson Avenue. It was suggested that the vestibule function as a place to gather and not only a passageway. Additional comments raised included landscaping and visibility of the community room along Adams Boulevard. The panel also inquired in regards to the location of the parking spaces along the northern property line and the opportunity for increased landscape buffer area.

Following the PVP meeting, City Planning staff provided the suggestions to the Applicant and architect, who provided written responses to staff. On April 10, the applicant submitted revised architectural plans and renderings. In addressing the community's concerns, the applicant reduced the proposed building from five to four stories, with reduced building height from 56 feet to 49 feet. The number of dwelling units were also reduced from 54 to 48 units, below the number of by-right units allowed per the underlying zone. The applicant also incorporated community garden planters in the third floor courtyard garden.

Parking

Issues related to the project's potential impacts on the area's on-street parking shortage were brought up by a neighborhood council representative. The lack of street parking may be exacerbated by the construction and operation of the project. The required parking is consistent with Parking Option 2 of the Density Bonus Ordinance, which requires one half on-site parking space for each dwelling unit restricted to Low or Very Low Income Senior Citizens. The applicant has revised the project and reduced the number of dwelling units proposed. The Applicant is providing 29 on-site automobile parking spaces and 53 bicycle parking spaces.

Proposed Height

The original proposal was for a five-story structure. At the hearing officer hearing, the neighborhood council representative suggested subterranean parking for the five-story project with the possibility of reducing the building height. Subsequent to the hearing, the applicant revised the design and reduced the proposed structure to four stories with a building height of 49 feet. Per Crenshaw Corridor Specific Plan, the subject parcel is located within Subarea A which permits a maximum building height of 45 feet. Pursuant to the Density Bonus Ordinance, the Applicant is requesting an On-Menu incentive to permit a 4-foot increase in the building height.

Revised Project

The project as originally proposed was a 56-foot (five-story) residential structure with 54 dwelling units and 30 on-site parking spaces. Subsequent to the hearing officer hearing on January 10, 2017, the applicant redesigned the project and reduced the number of stories and building height, as well as number of dwelling units and parking spaces.

CONCLUSION

The proposed 48-unit residential project, which includes five units restricted for Very Low Income Senior Households and forty-two units for Low Income Senior Households, and one market-rate manager's unit, would provide more housing than what is existing on the site and would contribute towards meeting the West Adams – Baldwin Hills – Leimert Community Plan's objective of supplying affordable housing. The subject site is currently vacant and no demolition of structures is

proposed. The building incorporates drought tolerant landscaping, green walls, and new street trees and provides a revitalized use at the corner of a local street and prominent street.

The Density Bonus ordinance allows Applicants to request deviations from development standards in order to provide affordable housing throughout the City. In this particular case, the project will provide a public benefit of five (5) Very Low Income Senior Household units as well as forty-two (42) Low Income Senior Household units in an area served by public transit (i.e. Metro bus service lines).

As proposed, the project is in compliance with the requirements of Section 12.22 A.25 of the LAMC and will create additional rental housing in the West Adams - Baldwin Hills – Leimert Community Plan area. The requested incentives will allow for the development of a residential building that is consistent with existing residential development in the community. Based on the information submitted, in consideration of all the facts and mandatory findings for the requested entitlements, staff recommends Approval of the Density Bonus On-Menu and Off-Menu Affordable Housing Incentives.

Based on the information submitted, public input including the public hearing, and mandatory findings for the requested entitlements, the Department of City Planning recommends that the Los Angeles City Planning Commission approve the requested Density Bonus Compliance Review and Project Permit Compliance Review, subject to the Conditions of Approval.

CONDITIONS OF APPROVAL

Entitlement Conditions

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" (stamp-dated April 11, 2017), and attached to the subject case file. No change to the plans will be made without prior review by the Department of City Planning, West/South Project Planning Division, and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the Municipal Code or the project conditions.
2. **Residential Density.** The project shall be limited to a maximum density of 48 residential units.
3. **Affordable Units.** A minimum of five (5) units shall be reserved as affordable units for Very Low Income Senior Households, and forty-two (42) units for Low Income Senior Households, as defined by the State Density Bonus Law 65915 (C)(2).
4. **Changes in Restricted Units.** Deviations that increase the number of restricted affordable units or that change the composition of units or change parking numbers shall be consistent with LAMC Section 12.22 A.25 (9a-d).
5. **Housing Requirements.** Prior to the issuance of a building permit for any dwelling unit of the subject property, the applicant shall execute and record a rental covenant and agreement running with the land, to the satisfaction of the Housing and Community Investment Department ("HCID"). The covenant shall bind the applicant and/or any subsequent property owner to reserve 5 units of the proposed 48 units for occupancy by Very Low Income Senior Households. These units will be restricted as affordable rental dwelling units pursuant to California Government Code Section 65915 and Los Angeles Municipal Code 12.22.A.25. The remaining 42 units shall be reserved for Low Income Senior Households as defined by Low Income Tax Credits (LIHTC), the Federal Home Loan Banks Affordable Housing Program requirements and local resources such as the LA Affordable Housing Trust Fund. Applicant must provide an affordable unit dispersal proposal to be approved by HCID to ensure the affordable units are not segregated or otherwise distinguishable from market rate units.
6. **Use.** Project shall be limited to residential use.
7. **Floor Area Ratio (FAR).** The project shall be limited to a maximum FAR of 2.92 times the Buildable Area of the lot for the C2-1-O-SP Zone.
8. **Height.** The project shall be limited to 49 feet in height.
9. **Automobile Parking.** Vehicle parking shall be provided consistent with LAMC 12.22 A.25, Parking Option 2, which permits one half on-site parking space for each dwelling unit restricted to Low or Very Low Income Senior Citizens. The Applicant shall provide a minimum of 29 parking spaces.
10. **Adjustment of Parking.** In the event that the number of Restricted Affordable Units should increase, or the composition of units should change (i.e. the number of bedrooms, or the number of units made available to Senior Citizens and/or Disabled Persons), and no other Condition of Approval or incentive is affected, then no modification of this determination

shall be necessary, and the number of parking spaces shall be re-calculated by the Department of Building and Safety based upon the ratios set forth above.

11. **Bicycle Parking.** Residential bicycle parking shall be provided consistent with LAMC Section 12.21-A, 16.
12. **Landscaping.** All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped, including an automatic irrigation system, and maintained in accordance with a landscape plan prepared by a licensed landscape architect or licensed architect, and submitted for approval to the Department of City Planning. The landscape plan shall indicate landscape points for the project equivalent to **10% more than otherwise required** by LAMC 12.40 and Landscape Ordinance Guidelines "O".
13. **Street Trees.** Install tree wells with root barriers and plant street trees satisfactory to the City Engineer and the Urban Forestry Division of the Bureau of Street Services. The Urban Forestry Division of the Board of Public Works may be contacted at (213) 842-3077 to install the trees.
14. **Façade Design.** The façade articulation, materials, and colors shall be in conformance with the Elevations depicted in Exhibit A.
15. **Open Space.** The project shall provide approximately 5,950 square feet of Common Open Space on the Project Site. The project shall provide a private balcony with every unit for a minimum of 2,400 square feet of private balconies.
16. **Solar Equipment.**
 - a. The project shall comply with the Los Angeles Municipal Green Building Code, Section 99.05.211, to the satisfaction of the Department of Building and Safety.
 - b. As shown on Exhibit A, designated areas shall be reserved for the installation of solar panels.

Environmental Conditions

17. **Biological Resources (Tree Removal in the Public Right-of-Way).** Removal of trees in the public right-of-way requires approval by the Board of Public Works.

The required Tree Report shall include the location, size, type, and condition of all existing trees in the adjacent public right-of-way and shall be submitted for review and approval by the Urban Forestry Division of the Bureau of Street Services, Department of Public Works (213-842-3077).

The plan shall contain measures recommended by the tree expert for the preservation of as many trees as possible. Mitigation measures such as replacement by a minimum of 24-inch box trees in the parkway and on the site, on a 1:1 basis, shall be required for the unavoidable loss of significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) trees in the public right-of-way.

All trees in the public right-of-way shall be provided per the current Urban Forestry Division standards.

18. **Erosion/Grading/Short-Term Construction Impacts.** The applicant shall provide a staked signage at the site with a minimum of 3-inch lettering containing contact information for the Senior Street Use Inspector (Department of Public Works), the Senior Grading Inspector (LADBS) and the hauling or general contractor.

Administrative Conditions

19. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building and Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building and Safety for final review and approval by the Department of City Planning. All plans that are awaiting issuance of a building permit by the Department of Building and Safety shall be stamped by Department of City Planning staff "Final Plans". A copy of the Final Plans, supplied by the applicant, shall be retained in the subject case file.
20. **Notations on Plans.** Plans submitted to the Department of Building and Safety, for the purpose of processing a building permit application shall include all of the Conditions of Approval herein attached as a cover sheet, and shall include any modifications or notations required herein.
21. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review of approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning prior to clearance of any building permits, for placement in the subject file.
22. **Code Compliance.** Use, area, height, and yard regulations of the zone classification of the subject property shall be complied with, except where granted conditions differ herein.
23. **Department of Building and Safety.** The granting of this determination by the Director of Planning does not in any way indicate full compliance with applicable provisions of the Los Angeles Municipal Code Chapter IX (Building Code). Any corrections and/or modifications to plans made subsequent to this determination by a Department of Building and Safety Plan Check Engineer that affect any part of the exterior design or appearance of the project as approved by the Director, and which are deemed necessary by the Department of Building and Safety for Building Code compliance, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.
24. **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.
25. **Covenant.** Prior to the issuance of any permits relative to this matter, a covenant acknowledging and agreeing to comply with all the terms and conditions established herein shall be recorded in the County Recorder's Office. The agreement (standard master covenant and agreement for CP-6770) shall run with the land and shall be binding on any subsequent owners, heirs or assigns. The agreement with the conditions attached must be submitted to the Development Services Center for approval before being recorded. After recordation, a certified copy bearing the Recorder's number and date shall be provided to the Department of City Planning for attachment to the subject case file.
26. **Expiration.** In the event that this grant is not utilized within three years of its effective date (the day following the last day that an appeal may be filed), the grant shall be considered

null and void. Issuance of a building permit, and the initiation of, and diligent continuation of, construction activity shall constitute utilization for the purposes of this grant.

27. Indemnification and Reimbursement of Litigation Costs. Applicant shall do all of the following:

- (i) Defend, indemnify and hold harmless the City from any and all actions against the City relating to, in whole or in part, or arising out of the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.
- (ii) Reimburse the City for any and all costs incurred in defense of an action related to, in whole or in part, or arising out of the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.
- (iii) Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$50,000. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
- (iv) Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
- (v) If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

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

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

For purposes of this condition, the following definitions apply:

“City” shall be defined to include the City, its agents, officers, boards, commissions, committees, employees, and volunteers.

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

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

FINDINGS

Density Bonus/Affordable Housing Incentives Program Findings

Pursuant to LAMC Section 12.22 A.25 (e)(2), in order to be eligible for any on-menu incentives, a Housing Development Project (other than an Adaptive Reuse Project) shall comply with the following criteria, which it does:

- a. *The façade of any portion of a building that abuts a street shall be articulated with a change of material or a break in plane, so that the façade is not a flat surface.*

The project is located within the Crenshaw Corridor Specific Plan and designated as Subarea A. The Specific Plan includes Design Guidelines and Standards for multiple-family residential projects, which requires that all exterior building walls to provide a break in the plane, or a change in material, every 20 feet in horizontal length and every 15 feet in vertical length, created by an articulation or architectural detail.

The subject site is a corner property located at Adams Boulevard and Bronson Avenue with two street facing frontages. As Exhibit A demonstrates, both street facing facades will have articulation in the form of balconies, varied planes along the upper-story faces, and utilization of several types of siding materials and colors. The ground floor abutting Adams Boulevard utilizes glass walls with storefront glazing, interspersed with decorative metal panels and cementitious vertical siding. Façade elevations on the upper floors are articulated with inset balconies, varied cementitious board and batten siding, and wall openings onto a terrace on the third floor. Decorative metal panels, climbing vines on green screens are proposed to soften the building soft and provide additional visual interest.

The Project Permit Compliance Review findings discuss compliance with the Crenshaw Corridor Specific Plan and Design Guidelines. As conditioned in the Project Permit Compliance Review, the Applicant will provide well designed and articulated building.

- b. *All buildings must be oriented to the street by providing entrances, windows architectural features and/or balconies on the front and along any street facing elevation.*

The project is located within the Crenshaw Corridor Specific Plan and designated as Subarea A. The Specific Plan includes Design Guidelines and Standards for multiple-family residential projects, which include requirements for the location and design of pedestrian entrances. The subject site is a corner property located at Adams Boulevard and Bronson Avenue with two street facing frontages. The project is oriented and designed to consider Adams Boulevard as the front, and the main pedestrian access is from Adams Boulevard. The proposed design, shown in Exhibit A, shows two pedestrian entrances along the ground floor on Adams Boulevard, as well as a main residential entry lobby at the corner of Adams Boulevard and Bronson Avenue. The glass walls with storefront glazing provide for articulation as well as enhance the entry points.

The Project Permit Compliance Review findings discuss compliance with the Crenshaw Corridor Specific Plan and Design Guidelines. As conditioned in the Project Permit Compliance Review, the Applicant will provide well designed and articulated pedestrian entrances to proposed building.

- c. *The Housing Development Project shall not involve a contributing structure in a designated Historic Preservation Overlay Zone (HPOZ) and shall not involve a structure that is a City of Los Angeles designated Historic-Cultural Monument (HCM).*

The proposed project is not located within a designated Historic Preservation Overlay Zone, nor does it involve a property that is designated as a City Historic-Cultural Monument.

- d. *The Housing Development Project shall not be located on a substandard street in a Hillside Area or in a Very High Fire Hazard Severity Zone as established in Section 57.25.01 of the LAMC.*

The project is not located in a Hillside Area, nor is it located in a Very High Fire Hazard Severity Zone.

Pursuant to Section 12.22 A.25(c) of the LAMC and Government Code Section 65915, the Commission shall approve a Density Bonus and requested Incentive(s) unless the Commission finds that:

1. **The incentives do not result in identifiable and actual cost reductions to provide for affordable housing costs as defined in California Health and Safety Code Section 50052.5 or Section 50053 for rents for the affordable units.**

The record does not contain substantial evidence that would allow the Commission to make a finding that the requested incentives do not result in identifiable and actual cost reductions to provide for affordable housing costs per State Law, or a finding under the LAMC that the incentives are not necessary to provide for affordable housing costs per State Law. The California Health & Safety Code Sections 50052.5 and 50053 define formulas for calculating affordable housing costs for very low, low, and moderate income households. Section 50052.5 addresses owner-occupied housing and Section 50053 addresses rental households. Affordable housing costs are a calculation of residential rent or ownership pricing not to exceed 25 percent gross income based on area median income thresholds dependent on affordability levels.

The zoning would permit 54 base units, calculating one unit per 400 square feet of lot area. A 35 percent Density Bonus would permit up to 73 units. The applicant is requesting 48 residential dwelling units. These units would be permitted in a four-story building for a maximum 49 feet in height with a maximum 2.92:1 FAR per the current C2-1-O-SP zone. The grant is for a total of 48-units with five (5) set aside for Very Low Income Senior Households and forty-two (42) units set aside for Low Income Senior Households, with one market-rate manager's unit. The density bonus is utilized to increase floor area, increasing building height, and utilizing parking option 2 for the affordable senior housing development.

The list of on-menu incentives in 12.22 A.25 were pre-evaluated at the time the Density Bonus Ordinance was adopted to include types of relief that minimize restrictions on the size of the project. As such, the Department will always arrive at the conclusion that the density bonus on-menu incentives are required to provide for affordable housing costs, and that they result in identifiable and actual cost reductions to provide for affordable housing costs, because the incentives by their nature increase the scale of the project.

The proposed development provides enough low income affordable units (88%) to qualify for three incentives.

Requested On-Menu Incentive

Increased Floor Area Ratio: The proposed project requests an increase in the Floor Area Ratio (FAR) from 1.5:1 to 2.92:1. The subject site is zoned C2-1-O-SP Height District 1 and is permitted a maximum FAR of 1.5:1. Per the Density Bonus Ordinance, the proposed

project qualifies for an increase of FAR to 3:1 as the project is located in a commercial zone in Height District 1 and at least 80% of the proposed units are Income Restricted Affordable Units. The Applicant is proposing to build a 62,000 square foot senior affordable residential development, resulting in an increase of 2.92:1 FAR. The intersection of Crenshaw Boulevard and Adams Boulevard is approximately 150 feet from the subject site, and there are several metro bus lines that run along Crenshaw Boulevard and provide connections to the Expo Rail Line.

Increased Building Height: The proposed project requests an increase in the maximum building height to 49 feet in lieu of the 45 feet as permitted in the Crenshaw Corridor Specific Plan for Subarea A. Per the Density Bonus Ordinance, the proposed project qualifies for an 4-foot height increase, resulting in a maximum height of 49 feet. The limitation on the height could limit the ability to construct the residential dwelling units permitted by-right and the Restricted Affordable Units which are of a sufficient size. The building as proposed would have a maximum height of 49 feet and would have a total of four-stories. As proposed, the additional 4 feet would allow for the construction of the residential units and for the project to provide additional open space. The Applicant is proposing 1,150 square feet of common interior open space to be provided with a 750 square foot community room and 400 square feet of ground floor lobby. In addition, there is a central interior courtyard on the second floor and a covered terrace on the third floor. Each residential dwelling unit will be furnished with a balcony. A total of 5,950 square feet of common interior and exterior open space is proposed, exceeding the 4,825 square feet required per LAMC.

Requested Off-Menu Waiver

Reduced Rear Yard Setback (incentive): The project proposes a reduced rear yard setback of 7 feet in lieu of the 16 feet required per the underlying zone. Per LADBS Yard Determination Letter dated August 10, 2016, the front of the lot is Bronson Avenue. The western boundary is considered the subject site's rear yard. The Applicant proposes to position the development in a manner that is consistent with the commercial developments along Adams Boulevard. With the proposed building oriented towards Adams Boulevard, there is a greater setback from the northern property line which abuts a three-story multi-family building.

Reduced Side Yard Setback (waiver): The project proposes a reduced side yard setback of zero (0) feet in lieu of the 7 feet required per the underlying zone. The Applicant proposes to orient the four-story building towards Adams Boulevard, with zero setback along the designated Avenue I which is consistent with other built developments along the street. The existing side yard setback would physically preclude the proposed development with the density, amenities and incentives proposed as a result of the height limit on the project. As a consequence the City is required to grant the reduced side yard setback as a waiver.

The requested Off-Menu items allow the developed to expand the building envelope to allow for the construction of the restricted affordable units and increase the overall space dedicated to residential uses. The first off-menu request qualifies as the proposed development's third incentive. The second off-menu request must be processed as a waiver. These requests to deviate from or waive development standards support the applicant's decision to set aside five (5) units for Very Low Income Senior Households and forty-two (42) units for Low Income Senior Households for a period of 55 years.

2. **The Incentive will have a specific adverse impact upon public health and safety or the physical environment, or on any real property that is listed in the California Register of Historical Resources and for which there are no feasible method to**

satisfactorily mitigate or avoid the specific adverse Impact without rendering the development unaffordable to Very Low, Low and Moderate Income households. Inconsistency with the zoning ordinance or the general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety.

There is no substantial evidence that the proposed incentives or waiver will have a specific adverse impact. A "specific adverse impact" is defined as, "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22.A.25(b)). The proposed project and potential impacts were analyzed in accordance with the City's Environmental Quality Act (CEQA) Guidelines and the City's L.A. CEQA Thresholds Guide. These two documents establish guidelines and thresholds of significant impact, and provide the data for determining whether or not the impacts of a proposed Project reach or exceed those thresholds. Analysis of the proposed Project involved the preparation of a Mitigated Negative Declaration (MND) (ENV-2016-3762-MND), and it was determined that the proposed Project may have an impact on the following environmental factors: biological resources; cultural resources; geology and soils; tribal cultural resources. However, compliance with mitigation and regulatory measures will reduce impacts to less than significant. Therefore, there is no substantial evidence that the proposed Project will have a specific adverse impact on the physical environment, on public health and safety, and on property listed in the California Register of Historic Resources.

DENSITY BONUS LEGISLATION BACKGROUND

The California State Legislature has declared that "[t]he availability of housing is of vital statewide importance," and has determined that state and local governments have a responsibility to "make adequate provision for the housing needs of all economic segments of the community." Section §65580, subds. (a), (d). Section 65915 further provides that an applicant must agree to, and the municipality must ensure, the "continued affordability of all low and very low income units that qualified the applicant" for the density bonus.

With Senate Bill 1818 (2004), state law created a requirement that local jurisdictions approve a density bonus and up to three "concessions or incentives" for projects that include defined levels of affordable housing in their projects. In response to this requirement, the City created an ordinance that includes a menu of incentives (referred to as "on-menu" incentives) comprised of eight zoning adjustments that meet the definition of concessions or incentives in state law (California Government Code Section 65915). The eight on-menu incentives allow for: 1) reducing setbacks; 2) reducing lot coverage; 3) reducing lot width, 4) increasing floor area ratio (FAR); 5) increasing height; 6) reducing required open space; 7) allowing for an alternative density calculation that includes streets/alley dedications; and 8) allowing for "averaging" of FAR, density, parking or open space. In order to grant approval of an on-menu incentive, the City utilizes the same findings contained in state law for the approval of incentives or concessions.

Under Government Code Section § 65915(a), § 65915(d)(2)(C) and § 65915(d)(3) the City of Los Angeles complies with the State Density Bonus law by adopting density bonus regulations and procedures as codified in Section 12.22 A.25 of the Los Angeles Municipal Code. Section 12.22 A.25 creates a procedure to waive or modify zoning code standards which may prevent, preclude or interfere with the effect of the density bonus by which the incentive or concession is granted, including legislative body review. The Ordinance must apply equally to all new residential development.

In exchange for setting aside a defined number of affordable dwelling units within a development, applicants may request up to three incentives in addition to the density bonus and parking relief which are permitted by right. The incentives are deviations from the City's development standards,

thus providing greater relief from regulatory constraints. Utilization of the Density Bonus/Affordable Housing Incentives Program supersedes requirements of the Los Angeles Municipal Code and underlying ordinances relative to density, number of units, parking, and other requirements relative to incentives, if requested. For the purpose of clarifying the Covenant Subordination Agreement between the City of Los Angeles and the United States Department of Housing and Urban Development (HUD) note that the covenant required in the Conditions of Approval herein shall prevail unless pre-empted by State or Federal law.

Project Permit Compliance Review Findings

3. The project substantially complies with the applicable regulations, findings, standards and provisions of the Specific Plan.

The proposed project is in substantial conformance with the purposes, intent and provisions of the General Plan, the West Adams-Baldwin Hills-Leimert Community Plan, and the Crenshaw Corridor Specific Plan.

- a) **Use.** Section 6.B of the Crenshaw Corridor Specific Plan limits the location of certain uses within Subarea A. The project is located within Subarea A, but as proposed does not contain off-site alcohol sales, automobile-related use, or free-standing fast-food establishments. Therefore, the project complies with Section 6.B of the Specific plan.
- b) **Floor Area Ratio and Height.** Section 9.A and 9.F of the Crenshaw Corridor Specific Plan limits the FAR to 1.5:1 and the maximum building height to 45 feet for the subject property in Subarea A and Height District 1, per Map 6. As per density bonus incentives allowable under Section 12.22.A.25 of the LAMC, the project will be developed to an FAR of 2.92:1 and to a maximum building height of 49 feet. The incentives are necessary to provide for affordable housing costs, and therefore, the project is in compliance with the Specific Plan.
- c) **Building Setbacks and Open Space Areas.** Section 10 of the Crenshaw Corridor Specific Plan requires that setbacks and open space areas comply with the underlying zone for areas not located in Pedestrian-Oriented Areas or Transit-Oriented Areas. The subject property is located within Subarea A of the Specific Plan and zoned C2-1-O-SP. The C2 zoning does not require a front yard setback, and side and rear yards are not required for buildings used exclusively for commercial purposes. For all portions of building used for residential purposes, side and rear yards are required based on R4 zoning restrictions, per LAMC Section 12.14-C.2. Thus, the municipal code requires the project provide a 16-foot rear yard as well as minimum seven (7) foot side yards for a four-story structure, per LAMC Section 12.11-C.2-3. The proposed project is utilizing Adams Boulevard as the front yard for consistency with surrounding development patterns. A 16-foot setback is proposed along the northern border, pushing the mass of the proposed structure further to south along Adams Boulevard. To accommodate the reorientation of the yards, the Applicant requested two off-menu incentives to allow a reduced rear yard setback to allow for seven (7) feet, and a reduced side yard setback to allow zero (0) feet in lieu of seven (7) feet.

Per LAMC Section 12.21-G, new developments with 6 or more dwelling units are required to provide 100 square feet of open space for each residential unit having less than three habitable rooms; 125 square feet of open space for each residential unit containing three habitable rooms; and 175 of open space for each residential unit containing more than three habitable rooms. The proposed project consists of 47 units having less than three habitable rooms and one manager's unit containing three habitable rooms. The proposed project is required to provide 4,825 square feet of open

space. The Applicant is proposing 5,950 square feet of open space, consisting of a community room, residential lobby, central courtyard, covered terrace, and private balconies. Therefore, the proposed project is in compliance with the Specific Plan.

- d) **Parking.** The project site is in the Los Angeles State Enterprise Zone and Transit Priority Area. Pursuant to LAMC Section 12.22.A.25, the Applicant is utilizing Parking Option 2 to provide one half parking spaces per Restricted Affordable Unit for Low or Very Low Income Senior citizens. Pursuant to AB 744 (California Government Code Section 65915(p)(2)), the Applicant is providing one half parking space for the market rate manager's unit. A total of 24 parking spaces are required for the proposed project. The proposed project will provide a total of 29 parking spaces at grade.
- e) **Design and Development Guidelines.** Projects within the Crenshaw Corridor Specific plan shall comply with the Crenshaw Corridor Specific Plan Design Manual. The building design incorporates well-articulated facades with various materials and planes. The ground floor fronting Adams Boulevard will utilize glass walls with storefront glazing, interspersed with decorative metal panels and cementitious vertical siding. Two pedestrian entrances open into the residential lobby areas and community room. Façade elevations on the upper floors include inset balconies, varied board and batten siding, and wall openings onto a terrace on the third floor. Decorative metal panels, climbing vines and green screens are proposed to soften the facades and provide visual interest. The proposed project is in compliance with the Specific Plan Design Manual.

CEQA Findings

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

A Mitigated Negative Declaration, ENV-2016-3762-MND, was prepared for the proposed project. On the basis of the whole of the record before the lead agency including any comments received, the lead agency finds that, with imposition of the mitigation measures described in the MND (and incorporated into the Conditions of Approval herein), there is no substantial evidence that the proposed project will have a significant effect on the environment. The attached Mitigated Negative Declaration reflects the lead agency's independent judgment and analysis. The records upon which this decision is based are with the Environmental Review Section of the Planning Department in Room 750, 200 North Spring Street.

PUBLIC HEARING AND COMMUNICATIONS

The Public Hearing on this matter was held at Los Angeles City Hall, 200 North Spring Street, 10th Floor, Room 1010, Los Angeles, CA 90012 on Tuesday, January 10, 2017 at approximately 10:00 a.m.

1. Attendees

Present at the hearing was: the Applicant, the Applicant's Representative, the project architect, Applicant's consultant, Council Office 10 representative, residents and property owners near the project area.

2. Testimony – Oral

- a. The Applicant and Applicant's representative made a presentation describing the project and entitlement request. The Applicant explained that the project would provide needed affordable housing units in the area.
- b. Representative for Council District 10 recognized the need for affordable housing in the area and would like the applicant to work with the community on addressing any concerns.
- c. In follow up testimony, the Applicant stated that the Applicant is committed to work with the community and provide options to address concerns of the community.

3. Testimony – Written

Opposition

On January 9, 2017, planning staff received emails and signed letters in opposition to the proposed project citing the following concerns:

- Proposed height is incompatible with surrounding properties
- Number of parking spaces provided are insufficient

Support

On April 18, 2017, planning staff received emails with attached signed letters withdrawing opposition to the proposed project. The West Adams Avenues Association elected to support the proposal presented by the applicant on March 2, 2017 to the United Neighborhoods Neighborhood Council. Per letter dated March 30, 2017, the Applicant agreed to work with the council office to allow 24-hour permit parking for existing residents of Bronson and 13th Avenue, and that section of 25th Street between Bronson Avenue and 13th Avenue, and to pay for two years of parking permits for those existing residents.

In a letter dated April 17, 2017, the United Neighborhoods Neighborhood Council voted to endorse and support the proposed project with a reduced four-story building with ground level parking.

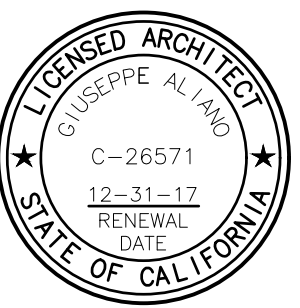
On April 23rd, 2017, planning staff received one letter in support of the project from Abundant Housing LA.

EXHIBIT A

PLANS

CPC-2016-3761-DB-SPP

ADAMS
TERRACE I
4347 WEST ADAMS BLVD
LOS ANGELES, CA 90018



The ideas and designs represented herein and this drawing, all prepared by Abode Communities are for the use solely with respect to this project and Abode Communities shall retain all common law, statutory and other reserved rights including copyright, and they shall not be used by others for any other purpose without written permission of Abode Communities.

ISSUE :	DATE :	REV :
ENTITLEMENTS	09.30.2016	
ENTITLEMENTS	11.16.2016	(1)
REVISED ENTITLEMENTS	04.10.2017	

SHEET TITLE

COVER
SHEET

DATE	4/10/2017	SCALE	AS NOTED
SHEET NUMBER			

ADAMS TERRACE I

4347 W. ADAMS BLVD, LOS ANGELES, CALIFORNIA 90018

G0.00

PROJECT DIRECTORY

PROJECT APPLICANT

4347 Adams, L.P.
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Los Angeles, CA 90015
213.629.2702

ENTITLEMENT CONSULTANT

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Craig Lawson + Co., L.L.P.
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310.838.2400

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CIVIL ENGINEER

Coory Engineering
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LANDSCAPE ARCHITECT

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Culver City, CA 90232
213.596.8299

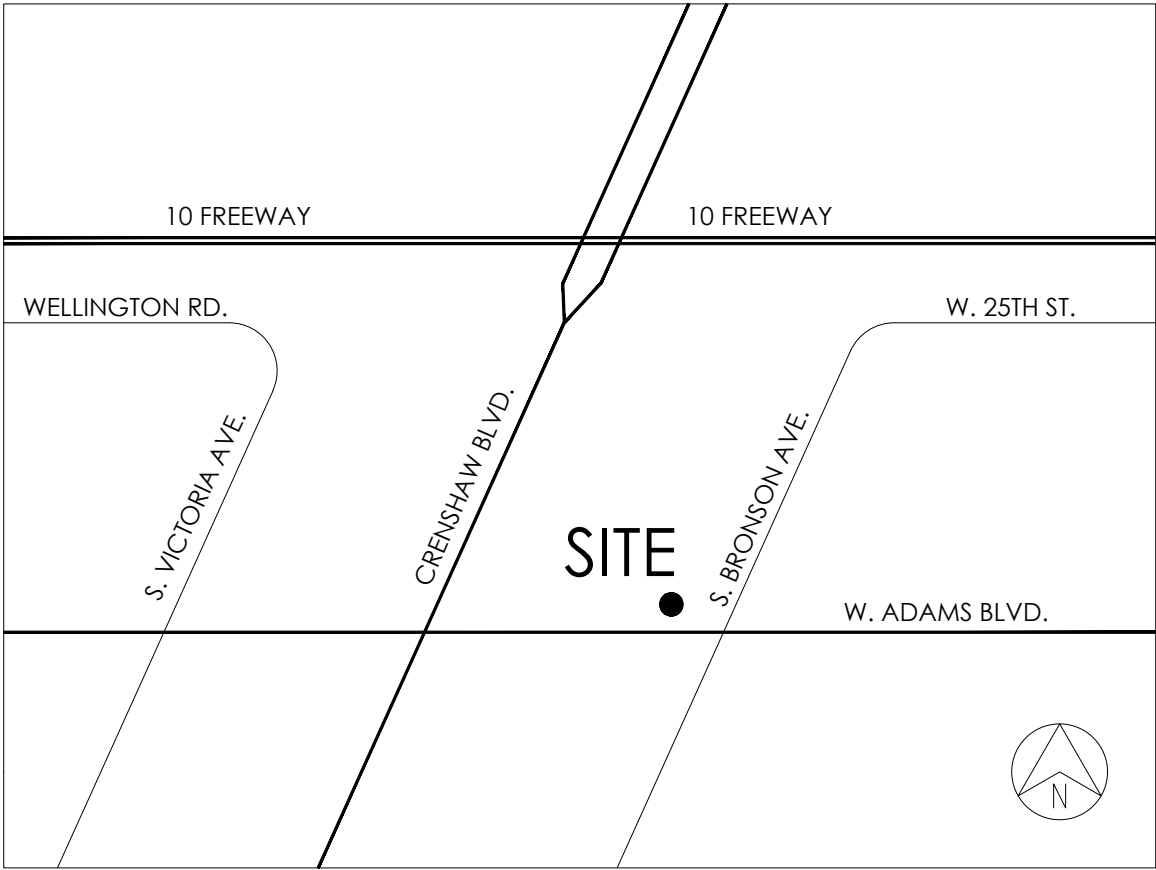
PROJECT DESCRIPTION

The project consists of the new construction of a privately owned senior development that will provide 48 units of affordable rental housing over at grade parking & common areas. The common area services will include on-site property management offices, a community room, community laundry facilities as well as outdoor hardscaped and landscaped courtyards.

The project will provide 47 income-restricted housing with studio and 1-bedrooms units (1 additional managers unit at 2-bedrooms) and will consist of approximately 62,000 square feet with a maximum of 4 stories.

The project does not provide housing on behalf of any public institution but it is partially publicly funded and subject to UFAS requirements.

VICINITY MAP



SHEET INDEX

G0.01	PLOT PLAN
G0.02	MATERIAL BOARD
1 of 1	SURVEY
C-1a	CONCEPTUAL GRADING PLAN
L-1.00	GENERAL NOTES AND MATERIAL LEGEND
L-1.01	STREET LEVEL PLANTING PLAN
L-1.02	STREET LEVEL PLANTING IMAGES
L-1.03	PODIUM LEVEL PLANTING PLAN
L-1.04	PODIUM LEVEL PLANTING IMAGES
L-1.05	LEVEL 4 PLANTING PLAN
L-1.06	LEVEL 4 PLANTING IMAGES
A2.01	FIRST & SECOND FLOOR PLAN
A2.02	THIRD & FOURTH FLOOR PLAN
A2.03	ROOF PLAN
A3.01	ELEVATIONS
A3.02	ELEVATIONS
A4.01	SECTIONS
A5.01	ENLARGED UNIT PLANS

NOTES

1. 5 EXISTING TREES ON SITE TO BE REMOVED.

LEGEND

- PROPERTY LINE
--- SETBACK LINE
➤ ENTRANCE

KEYNOTES

- 1 RESIDENT FRONT ENTRANCE GATE
2 ELEVATOR
3 ENTRANCE TO DRIVEWAY PARKING AREA
4 STAIRS
5 CMU WALL
6 EXISTING TREES TO REMAIN
7 TRANSFORMER
8 ROOF STRUCTURE: OPEN TO BELOW
9 EXISTING TREES TO BE REMOVED

SITE INFORMATION

Site Address:
4347 West Adams Boulevard, Los Angeles, CA 90018

Accessor ID No.:
5059-003-021 and 5059-003-022

Property Boundary Description:
LOTS 52, 53, AND 54 OF THE CHISWICK TRACT, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 22, PAGE 98 AND 99 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THE NORTH 50 FEET THEREOF

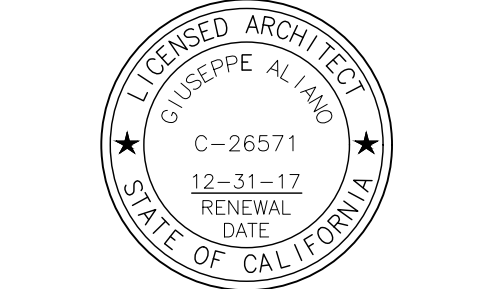
Zoning:
C2-1-O-SP

LOT/BUILDABLE AREA		Square feet	Acres		
Lot Area / Buildable Area		21,219	0.49		
DENSITY					
PERMITTED	R4 Density	(1 unit/400 SF)	# of Units		
	Density Bonus	35%	54		
	Total		19		
PROPOSED	Unit Type		# of Units		
	0-1 Bed		47		
	2-Bed		1		
Total			48		
FLOOR AREA					
PERMITTED	Residential	FAR	Total SF		
	with 35% Density Bonus	1.5	31,829		
PROPOSED	Residential	FAR	Total SF		
		2.92	62,000		
BUILDING HEIGHT & STORIES					
PERMITTED		Height	Stories		
		45'	unlimited		
PROPOSED		49'	4		
OPEN SPACE					
REQUIRED		Units	Square Feet	Total	
Per LAMC 12.21.G					
> 3 Habitable rooms		-	175	-	
= 3 Habitable rooms		1	125	125	
< 3 Habitable rooms		47	100	4,700	
Total		48		4,825	
Indoor Space maximum(25% of total)				1,206	
Landscaped Open Space minimum (30% of total)				1,448	
TOTAL PROPOSED				5,950	
Common Interior Open Space			1,150		
1st Floor: Community Room		750			
1st Floor: Lobby		400			
Common Exterior Open Space			2,400		
2nd Floor: Podium Courtyard		1,200			
3rd Floor: Covered Terrace		1,200			
Private Open Space			2,400		
Balconies (48 *50)		2,400			
Landscaped Open Space				1,600	
TREES					
REQUIRED (1 per 4 unit)		12	Trees		
PROPOSED		13	Trees		
BICYCLE PARKING					
REQUIRED	Residential	Short Term	Long Term		
		(1 per 10 units)	(1 per unit)	Total	
PROPOSED	Residential	Short Term	Long Term	Total	
		5	48	53	
VEHICULAR PARKING					
REQUIRED	Residential (Parking Option 2) Residential (Manager's Unit AB 744)	Unit Type	# of Units	Stalls/Unit	Total Required
		0-1 Bed	47	0.5	23.5
PROPOSED	Residential	2 bedroom	1	0.5	0.5
					24
PROPOSED	Residential	Standard	16	29	Stalls
		Compact	11		
PROPOSED	Handicapped Accessible	2			
		Total	29	Stalls	
SETBACKS					
REQUIRED	Rear	Front	Side(s)		
		16'	0'	7'	
PROPOSED	Rear (west)	Front	Side (south)	Side (north)	
		7'	8'	0'	16'



1149 S. Hill Street, Suite 700
Los Angeles, CA 90015
Tel. 213.629.2702
Fax 213.225.2715

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ENTITLEMENTS 09.30.2016
ENTITLEMENTS 11.16.2016 (1)
REVISED ENTITLEMENTS 04.10.2017

SHEET TITLE

PLOT PLAN

DATE 4/10/2017 SCALE AS NOTED
SHEET NUMBER

G0.01

ADAMS
TERRACE I
4347 WEST ADAMS BLVD
LOS ANGELES, CA 90018



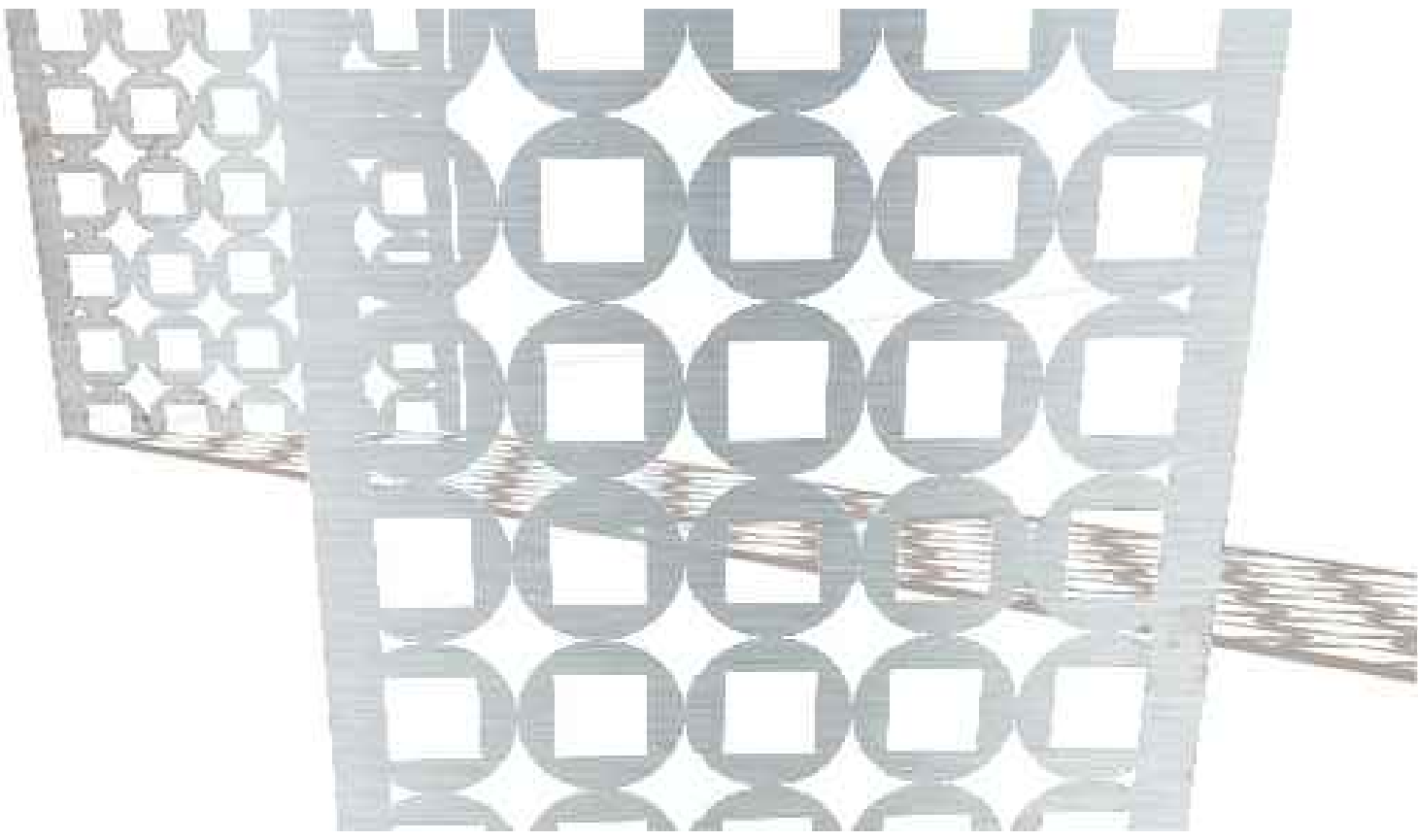
WOOD SLATS AT FACADE
SCALE: NTS

3



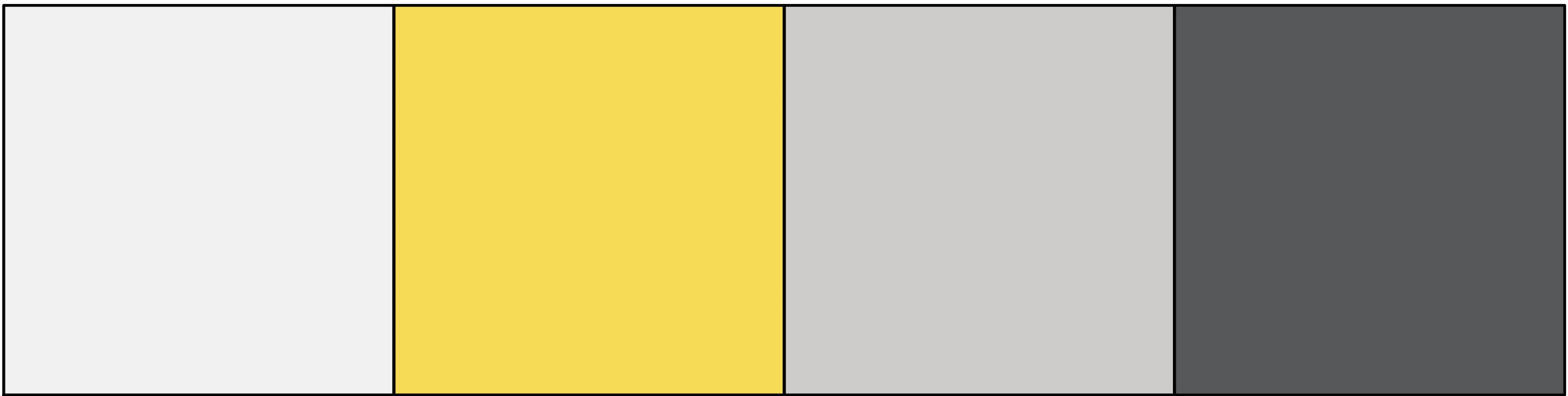
BOARD AND BATTEN EXTERIOR CLADDING
SCALE: NTS

2



COLOR ANODIZED ALUMINUM PUNCHED PANELS
SCALE: NTS

4



PROPOSED
MAIN STUCCO
COLOR

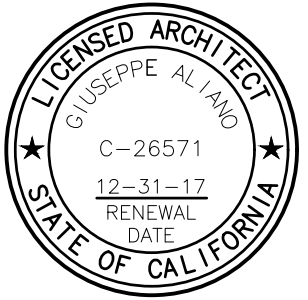
PROPOSED
STUCCO ACCENT
COLOR

PROPOSED
BOARD AND BATTEN
COLOR

PROPOSED
STUCCO ACCENT
COLOR
AND WOOD SLATS
COLOR

COLOR PALETTE
SCALE: NTS

1



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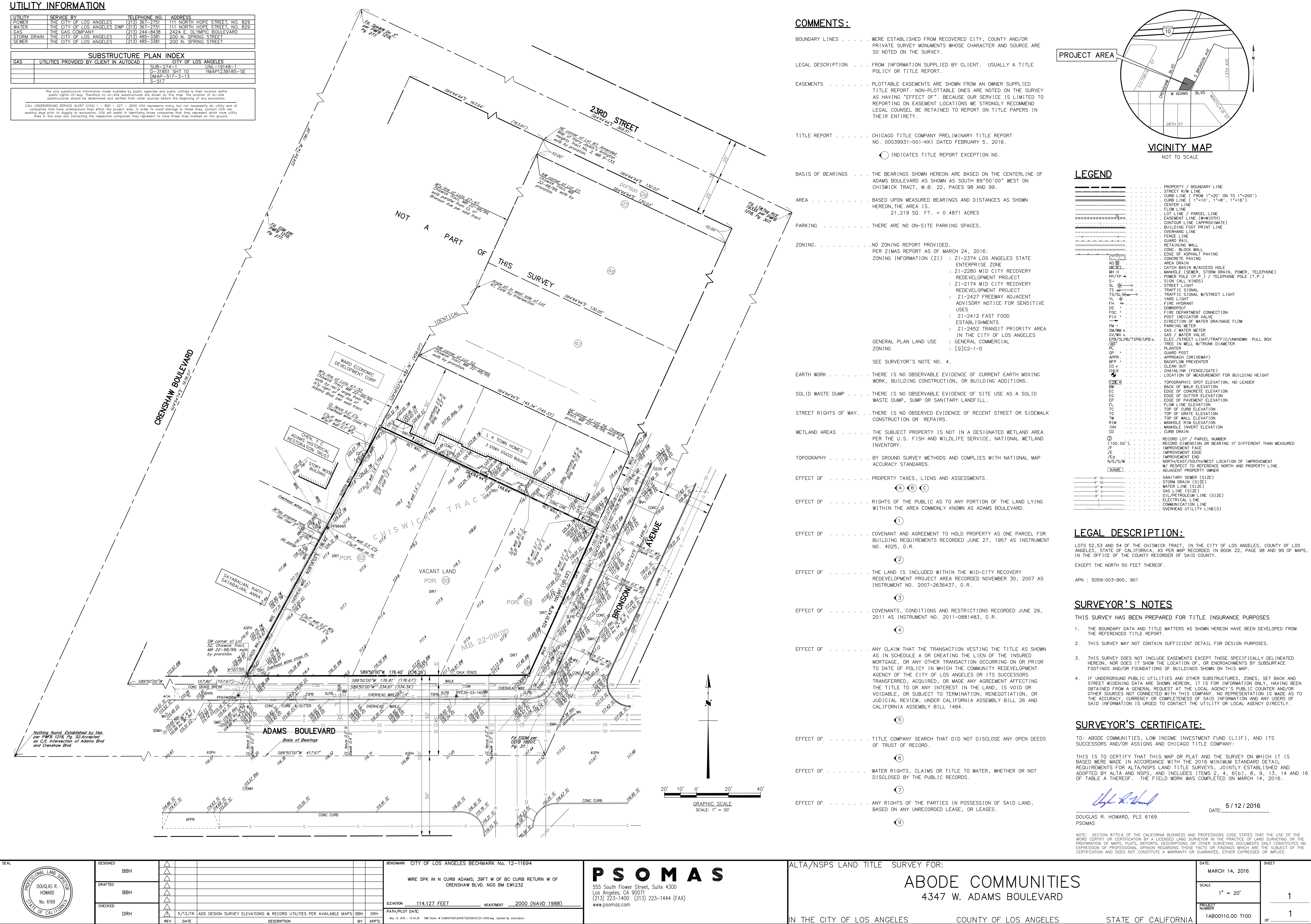
ISSUE :	DATE :	REV :
ENTITLEMENTS	09.30.2016	
ENTITLEMENTS	11.16.2016 (1)	
REVISED ENTITLEMENTS	04.10.2017	

SHEET TITLE

MATERIAL
BOARD

DATE	SCALE
4/10/2017	AS NOTED
SHEET NUMBER	

G0.02



ADAMS TERRACE

4347 W. ADAMS BOULEVARD
LOS ANGELES, CA

CIVIL ENGINEERING & LAND SURVEYING
COORY ENGINEERING
TEL: (714) 202-8700 FAX: (714) 202-8701
1718 N. Neville Street, Orange, CA 92665



SAMIR M. KHOURY R.C.E. 30567 EXPIRES 3-31-2018

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ISSUE: DATE: REV:
REVISION 1ST FLOOR PLAN 04/10/17

SHEET TITLE

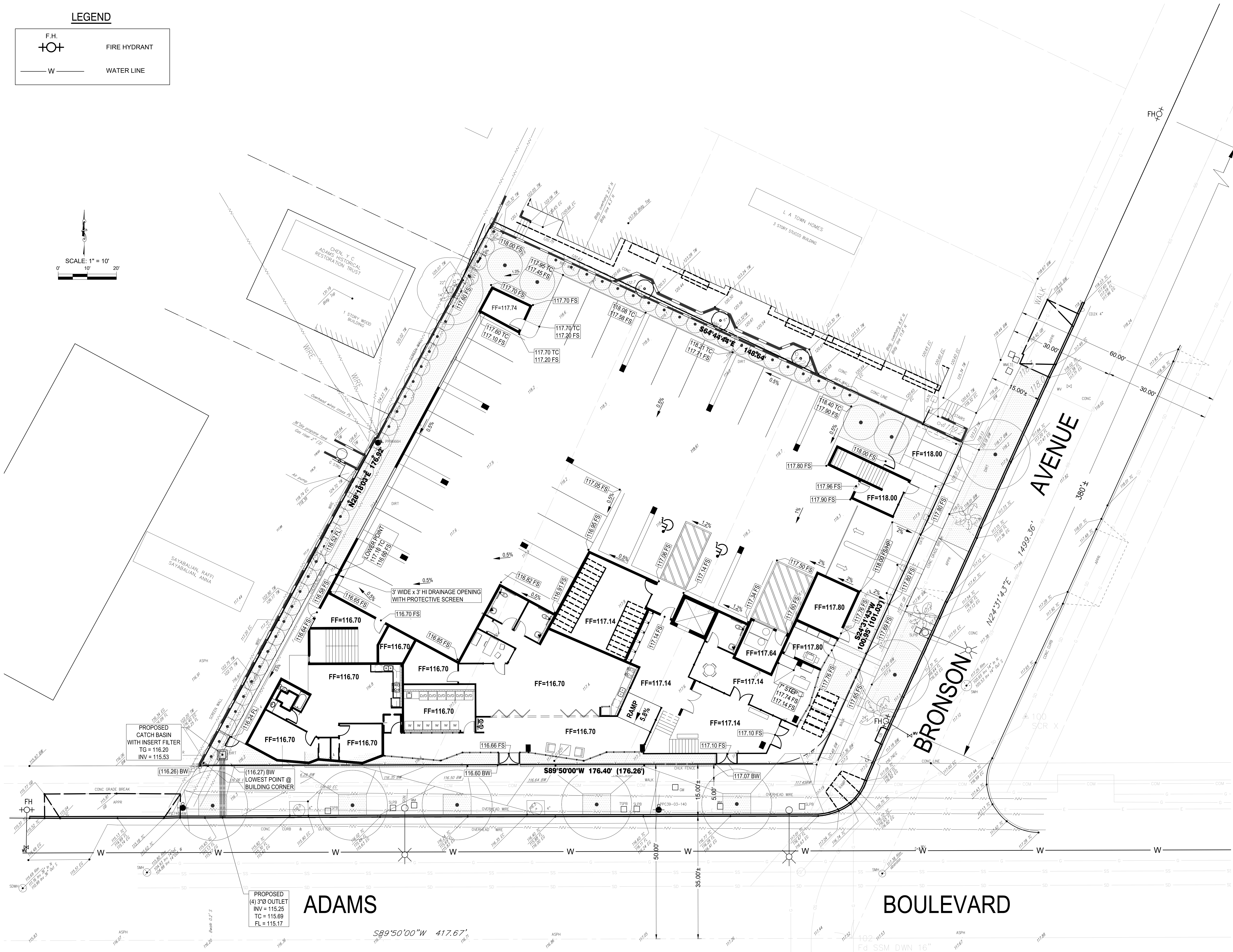
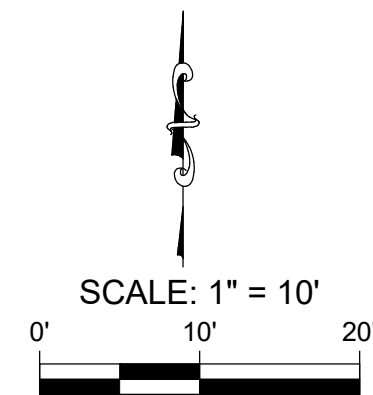
CONCEPTUAL
GRADING PLAN

DATE: 11-15-16 SCALE: 1" = 10'
DRAWN BY: DCT CHECK BY: SMK
SHEET NUMBER

C-1.a

LEGEND

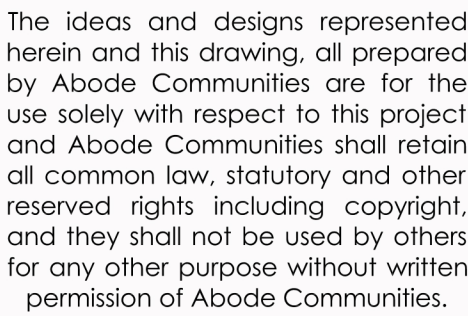
F.H.
+ + + FIRE HYDRANT
W WATER LINE





4347 WEST ADAMS BLVD
LOS ANGELES, CA 90018

Landscape Architect:

[illegible]

SHEET TITLE

DATE	04/07/2017	SCALE
SHEET NUMBER		

NOT FOR CONSTRUCTION

PLANTING LEGEND: STREET LEVEL				
SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	QUANTITY
TREES				
	LOPHOSTEMON CONFERTUS	BRISBANE BOX	15 GAL.	4
	PODOCARPUS MACROPHYLLUS	YEW PINE	15 GAL.	56
	PYRUS CALLERYANA 'ARISTOCRAT'	CALLERY PEAR	36" BOX	7
SHRUBS				
	CARISSA MACROCARPA 'TUTTLE'	NATAL PLUM	1 GAL.	
	EUPHORBIA TIRUCALLI 'STICKS ON FIRE'	STICKS ON FIRE	5 GAL.	
	LEUCOPHYLLUM LAEVIGATUM	CHIHUAHUA SAGE	5 GAL.	
	LOMANDRA LONGIFOLIA 'BREEZE'	SPINEY HEADED MAT RUSH	1 GAL.	
	RHAMPHIOLEPIS UMBELLATA	YEDDA HAWTHORN	5 GAL.	
GROUND COVER				
	LANTANA SPP.	LANTANA	1 GAL.	
	MYOPORUM PARVIFOLIUM	MYOPORUM	1 GAL.	
	SENECIO MANDRALISCAE	BLUE CHALK STICKS	1 GAL.	



1. PROPOSED STREET TREE
2. NEW PARKWAY LANDSCAPE
3. EXISTING LIGHT POLE TO REMAIN
4. SHORT TERM BICYCLE PARKING
5. CONCRETE SIDEWALK
6. PERIMETER BUFFER LANDSCAPE
7. COLUMNAR SCREENING HEDGE
8. PICK-UP/DROP-OFF AREA

TREES:



BRISBANE BOX
LOPHOSTEMON CONFERTUS



YEW PINE
PODOCARPUS MACROPHYLLUS



CALLERY PEAR
PYRUS CALLERYANA 'ARISTOCRAT'

UNDERSTORY PLANTS:



NATAL PLUM
CARISSA MACROCARPA 'TUTTLE'



STICKS ON FIRE
EUPHORBIA TIRUCALLI 'STICKS ON FIRE'



CHIHUAHUAN SAGE
LEUCOPHYLLUM LAEVIGATUM



SPINEY HEADED MAT RUSH
LOMANDRA LONGIFOLIA 'BREEZE'



YEDDA HAWTHORN
RHAPHIOLEPIS UMBELLATA



LANTANA
LANTANA SPP.



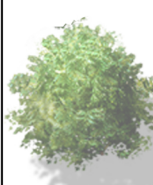
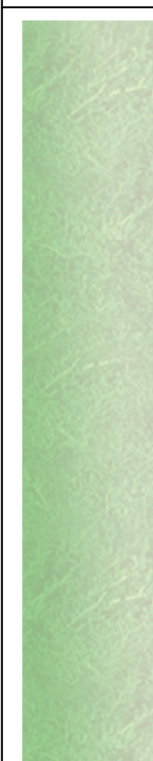
MYOPORUM
MYOPORUM PARVIFOLIUM



BLUE CHALK STICKS
SENECIO MANDRALISCAE



1. COURTYARD TREE
2. PLANTING BERM
3. 36" HIGH C.I.P. CONCRETE PLANTER WALL
4. CUSTOM BENCH
5. CONCRETE UNIT PAVERS

PLANTING LEGEND: SECOND FLOOR GARDEN				
SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	QUANTITY
TREES				
	ARBUTUS 'MARINA'	MARINA STRAWBERRY TREE	36" BOX	2
	LAGERSTROEMIA INDICA	GRAPE MYRTLE	36" BOX	
SHRUBS				
	ASPIDISTRA ELATIOR	CAST-IRON PLANT	5 GAL.	
	DIETES BICOLOR	FORTNIGHT LILY	1 GAL.	
	DODONAEA VISCOSA	HOPSEED BUSH	5 GAL.	
	FATSIA JAPONICA	JAPANESE ARALIA	5 GAL.	
	PHILODENDRON 'XANADU'	NCN	5 GAL.	
	PITTOSPORUM TENUIFOLIUM	KOHUHU	15 GAL.	
GROUND COVER				
	COLEONEMA PULCHELLUM 'SUNET GOLD'	BREATH OF HEAVEN	1 GAL.	
	FESTUCA IDAHOENSIS/OCCIDENTALIS/RUBRA	NATIVE MOW-FREE FESCUE MIX	SOD	
	TRACHELOSPERMUM JASMINOIDES	STAR JASMINE	1 GAL.	



1149 S. Hill Street, Suite 700
Los Angeles, CA 90015
tel. 213.629.2702
fax 213.225.2715

ADAMS TERRACE

4347 WEST ADAMS BLVD
LOS ANGELES, CA 90018

Landscape Architect:



EDGE Design Group
9415 Culver Boulevard
Suite 194
Culver City, CA 90232
213.596.8266
www.edgelandstudio.com



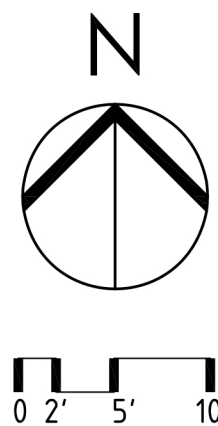
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ENTITLEMENTS	04.07.2017	

SHEET TITLE

SECOND LEVEL PLANTING PLAN

DATE	04/07/2017	SCALE	1"=10'
SHEET NUMBER			



L-1.03

NOT FOR CONSTRUCTION

TREES:



MARINA STRAWBERRY TREE
ARBUTUS 'MARINA'



CRAPE MYRTLE
LAGERSTROEMIA INDICA

UNDERSTORY PLANTS:



CAST-IRON PLANT
ASPIDISTRA ELATIOR



FORTNIGHT LILY
DIETES BICOLOR



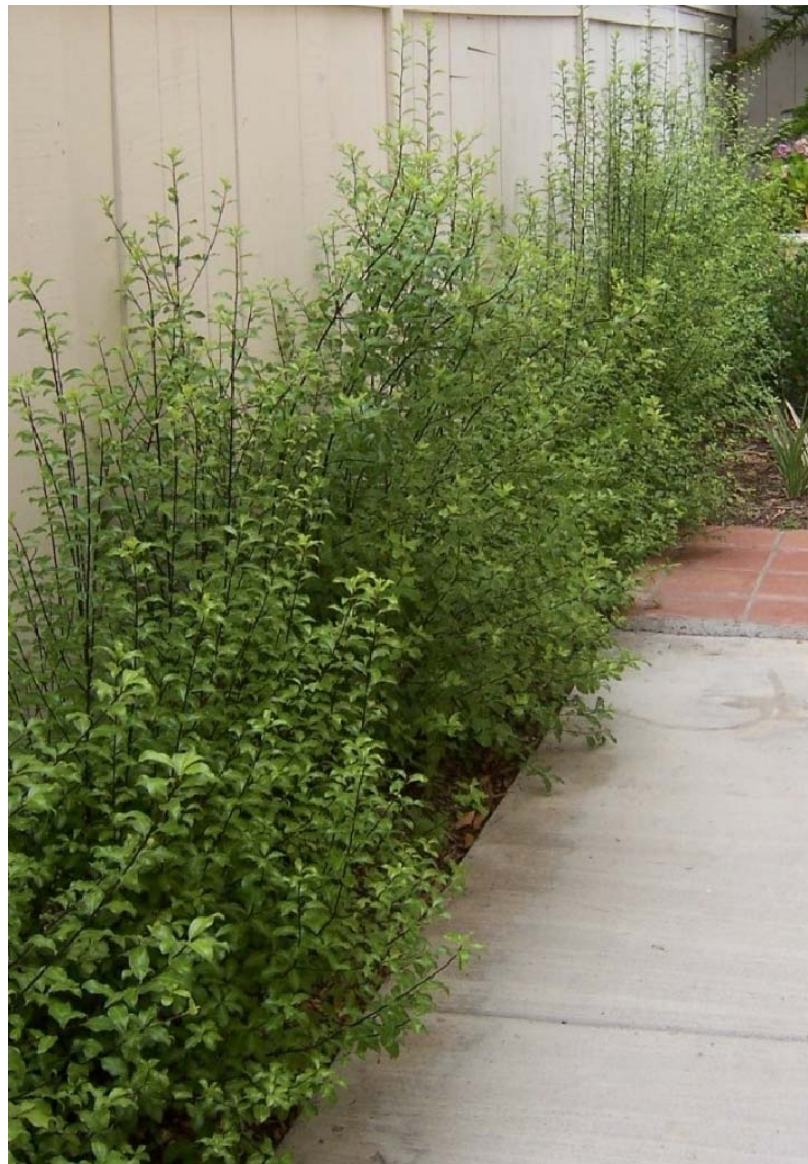
HOPSEED BUSH
DODONAEA VISCOSA



JAPANESE ARALIA
FATSIA JAPONICA



NCN
PHILODENDRON 'XANADU'



KOHUHU
PITTOSPORUM TENUIFOLIUM



BREATH OF HEAVEN
COLEONEMA PULCHELLUM 'SUNSET GOLD'



NATIVE MOW FREE FESCUE MIX
FESTUCA IDAHOENSIS/OCCIDENTALIS/RUBRA



STAR JASMINE
TRACHELOSPERMUM JASMINOIDES

UNDERSTORY PLANTS:



HIDCOTE BLUE ENGLISH LAVENDER
LAVANDULA ANGUSTIFOLIA 'HIDCOTE'



RED HOT POKER
KNIPHOFIA UVARIA



CLEVELAND SAGE
SALVIA CLEVELANDII



SPINEY HEADED MAT RUSH
LOMANDRA LONGIFOLIA 'BREEZE'



ROSEMARY
ROSEMARINUS OFFICINALIS 'HUNTINGTON CARPET'

ISSUE :	DATE :	REV :
ENTITLEMENTS	09.30.2016	
ENTITLEMENTS	11.16.2016	
ENTITLEMENTS	04.07.2017	

SHEET TITLE

THIRD LEVEL
PLANTING
IMAGES

DATE	SCALE
04/07/2017	
SHEET NUMBER	

L-1.06

NOT FOR CONSTRUCTION

LEGEND

- PROPERTY LINE
--- SETBACK LINE
----- ACCESSIBLE PATH OF EGRESS
MIN. 48" WIDE
➤ ENTRY
PA PLANTING AREA
♿ ACCESSIBLE PARKING STALL
▨ STRIPED AREA FOR ACCESS AISLE
C COMPACT PARKING

KEYNOTES

- 1 MAIN ENTRANCE
- 2 ELEVATOR
- 3 BALCONY
- 4 STAIRS TO PODIUM COURTYARD
- 5 LINE OF BRIDGE ABOVE
- 6 EDGE OF PODIUM
- 7 EXISTING WALL AT PROPERTY LINE
- 8 NEW WALL AT PROPERTY LINE
- 9 DRIVEWAY ENTRANCE
- 10 SHORT TERM BICYCLE PARKING
- 11 ELECTRICAL TRANSFORMER
- 12 EXISTING STREET TREE (TO BE REMOVED)
- 13 EXISTING PALM TREE (TO BE REMOVED)
- 14 NEW STREET TREE
- 15 NEW TREE

NOTES

1. 5 EXISTING TREES ON SITE TO BE REMOVED.
2. 11 TREES TO BE ADDED TO THE FIRST FLOOR.
3. 2 TREES TO BE ADDED TO THE SECOND FLOOR.

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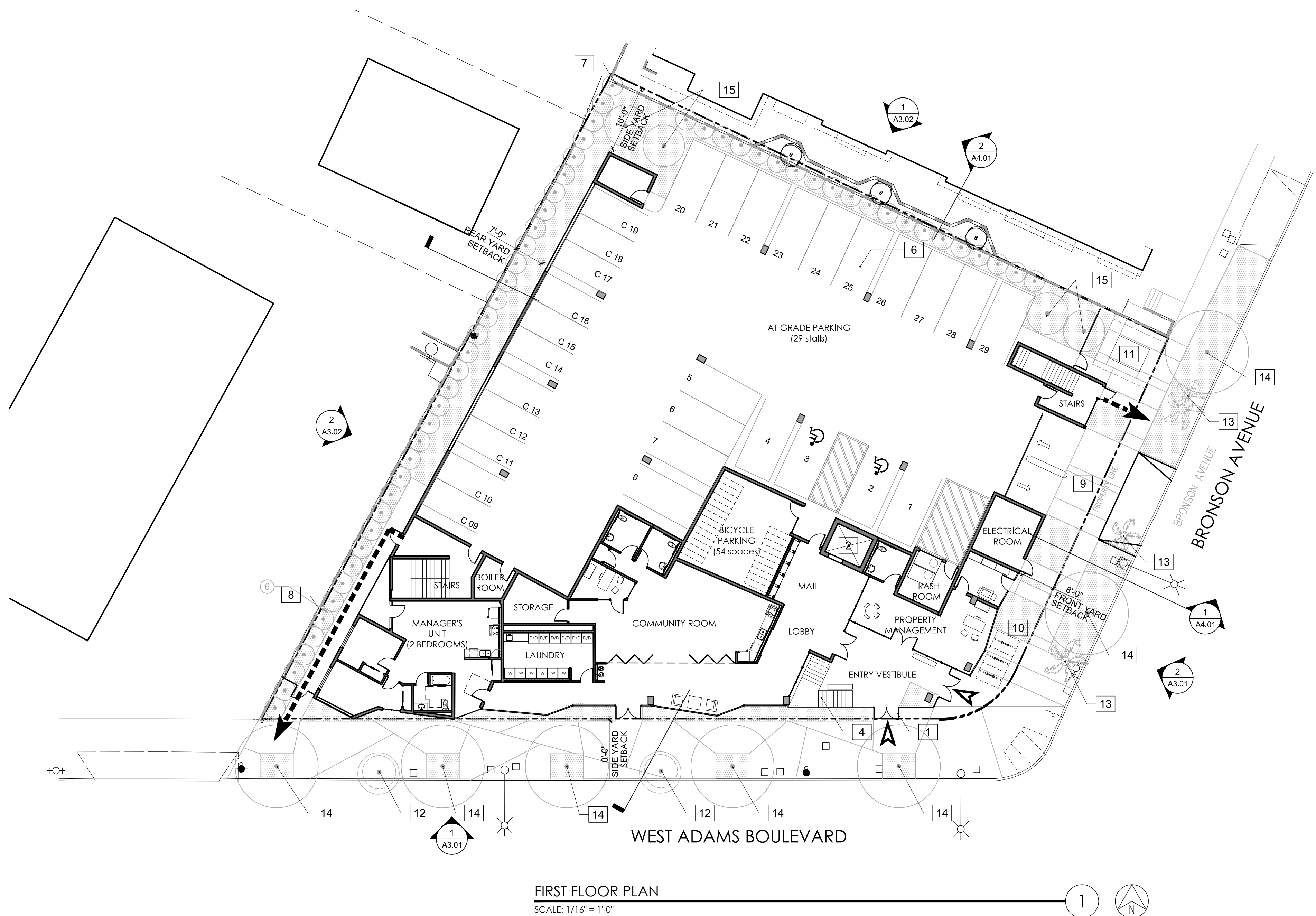
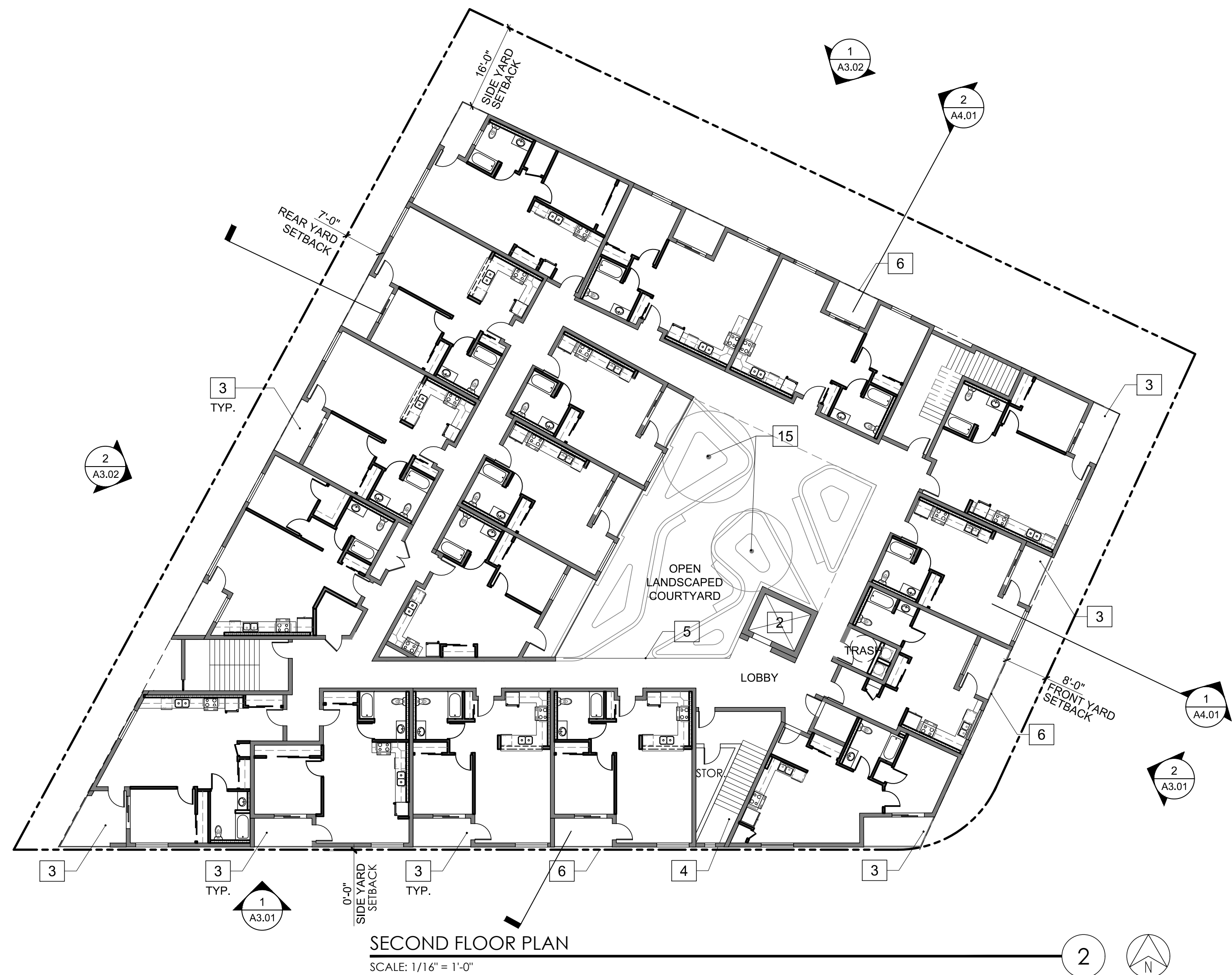
ISSUE :	DATE :	REV :
ENTITLEMENTS	09.30.2016	
ENTITLEMENTS	11.16.2016 (1)	
REVISED ENTITLEMENTS	04.10.2017	

SHEET TITLE

FIRST & SECOND FLOOR PLAN

DATE	4/10/2017	SCALE	AS NOTED
SHEET NUMBER			

A2.01



LEGEND

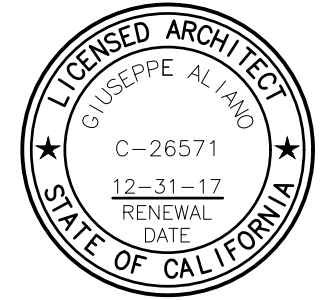
- PROPERTY LINE
----- SETBACK LINE

KEYNOTES

- 1 BRIDGE (BREEZEWAY)
2 ELEVATOR
3 BALCONY
4 EXTERIOR BUILDING CORRIDOR
5 RAILING
6 WARM-UP AREA

NOTES

1. 5 EXISTING TREES ON SITE TO BE REMOVED.
2. 11 TREES TO BE ADDED TO THE FIRST FLOOR.
3. 2 TREES TO BE ADDED TO THE SECOND FLOOR.



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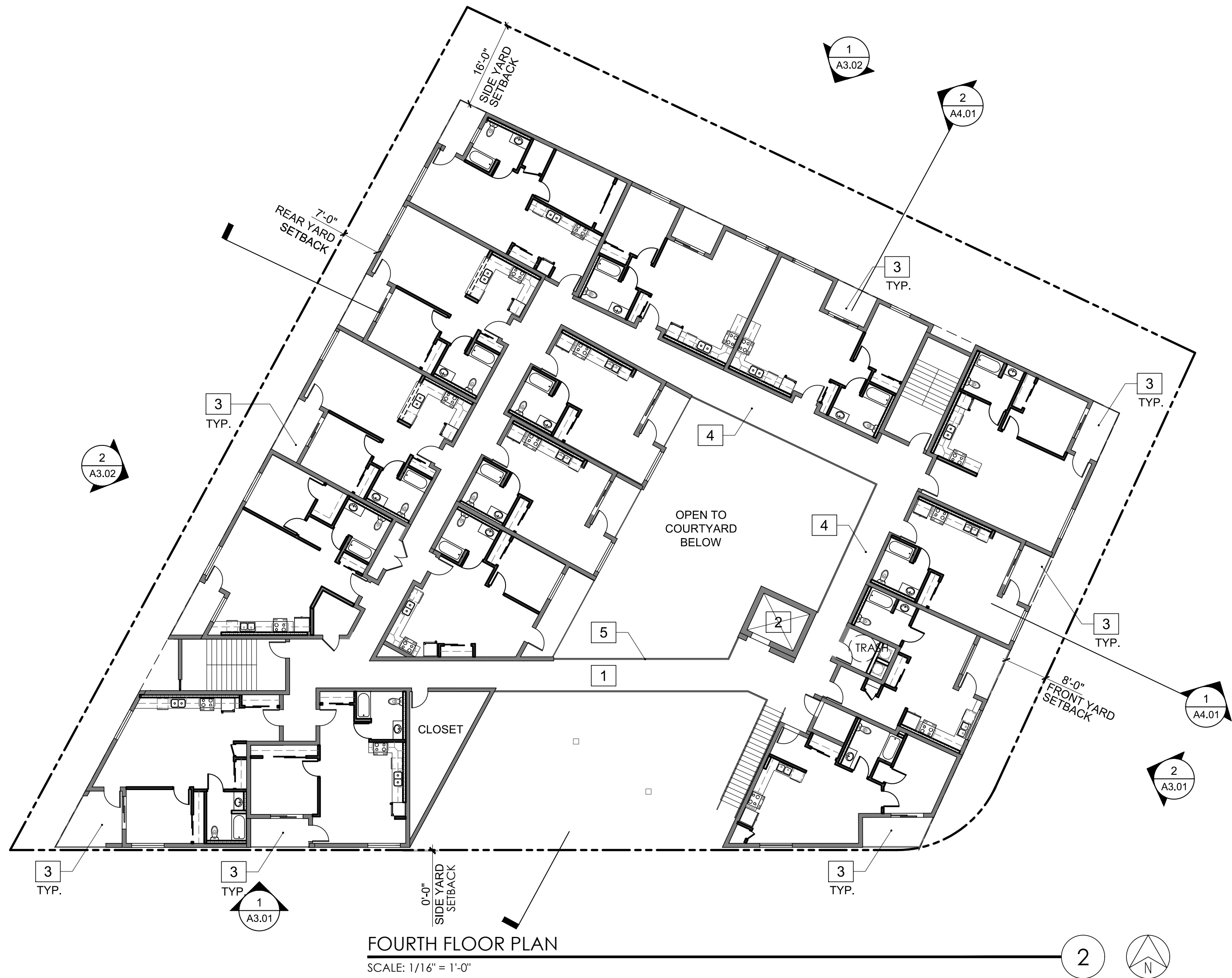
ISSUE :	DATE :	REV :
ENTITLEMENTS	09.30.2016	
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REVISED ENTITLEMENTS	04.10.2017	

SHEET TITLE

THIRD & FOURTH
FLOOR PLAN

DATE	4/10/2017	SCALE	AS NOTED
SHEET NUMBER			

A2.02



LEGEND

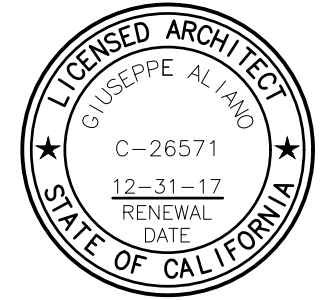
- PROPERTY LINE
----- SETBACK LINE

KEYNOTES

- 1 ROOF PARAPET
2 ELEVATOR
3 SOLAR PANEL ZONE
4 BALCONY ROOF
5 LATTICE STRUCTURE OVER 3RD FLOOR OPEN SPACE BELOW
6 MECHANICAL ROOF EQUIPMENT
7 SOLAR THERMAL PANELS
8 ROOF GUARDRAILS [42" MIN.]

NOTES

1. 5 EXISTING TREES ON SITE TO BE REMOVED.
2. 11 TREES TO BE ADDED TO THE FIRST FLOOR.
3. 2 TREES TO BE ADDED TO THE SECOND FLOOR.



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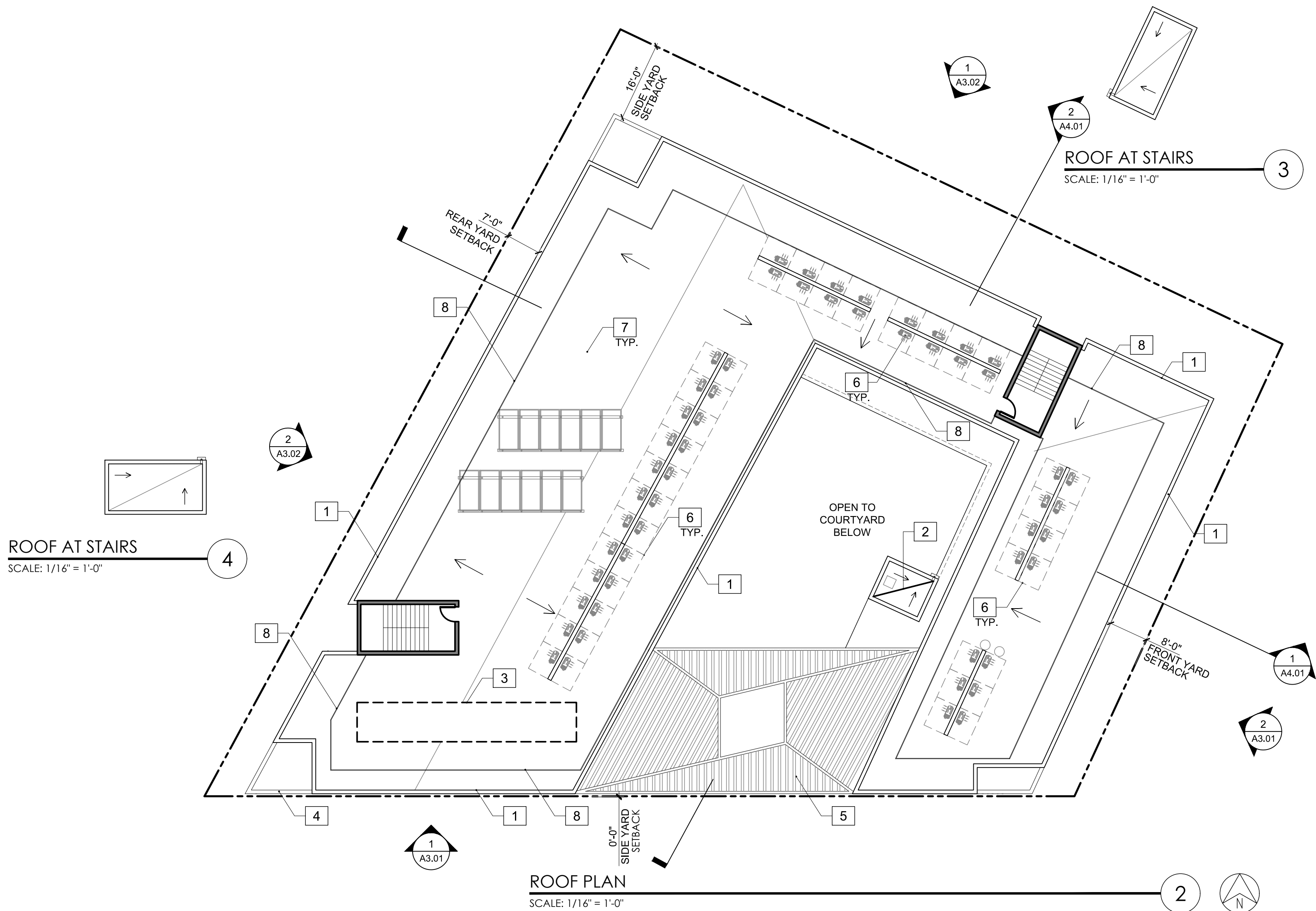
ISSUE :	DATE :	REV :
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SHEET TITLE

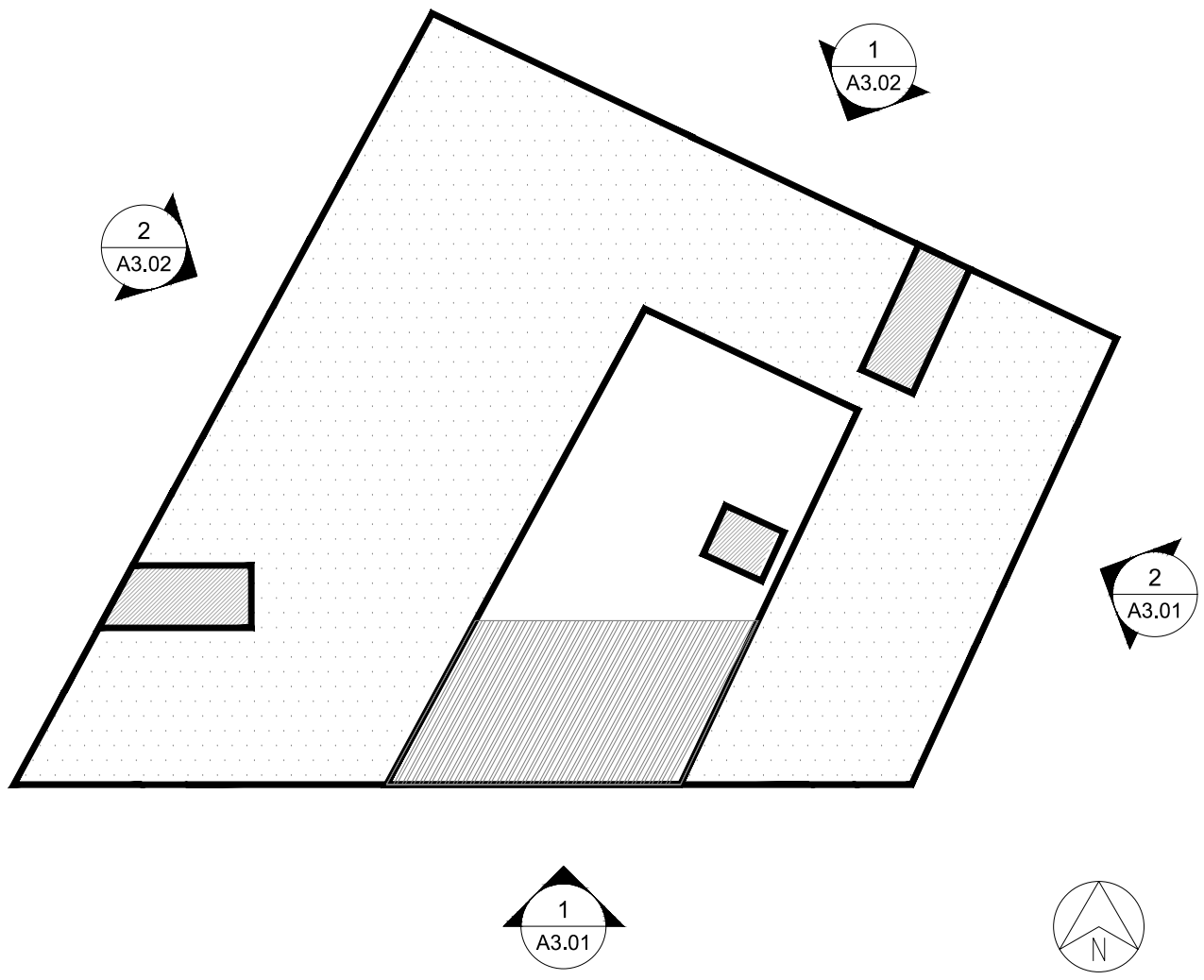
ROOF PLAN

DATE	4/10/2017	SCALE	AS NOTED
SHEET NUMBER			

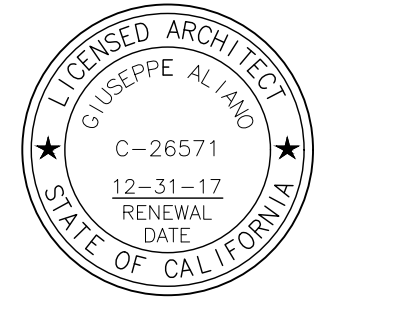
A2.03



ADAMS
TERRACE I
4347 WEST ADAMS BLVD
LOS ANGELES, CA 90018



- KEYNOTES
- 1 MAIN ENTRANCE
 - 2 FINISH GRADE
 - 3 EXTERIOR PLASTER
 - 4 SMOOTH PLASTER
 - 5 CEMENTITIOUS BOARD AND BATTEN SIDING
 - 6 STAIR TOWER F.F.E. 55.00'
 - 7 GREEN SCREEN
 - 8 STOREFRONT GLAZING
 - 9 PARKING ENTRY
 - 10 ROOF GUARDRAIL (42" MIN.)
 - 11 CMU WALL AT PROPERTY LINE
 - 12 BALCONY; (TYP.)
 - 13 DECORATIVE METAL PANEL
 - 14 AWNING
 - 15 LATTICE STRUCTURE OVER 3RD FLOOR OPEN SPACE



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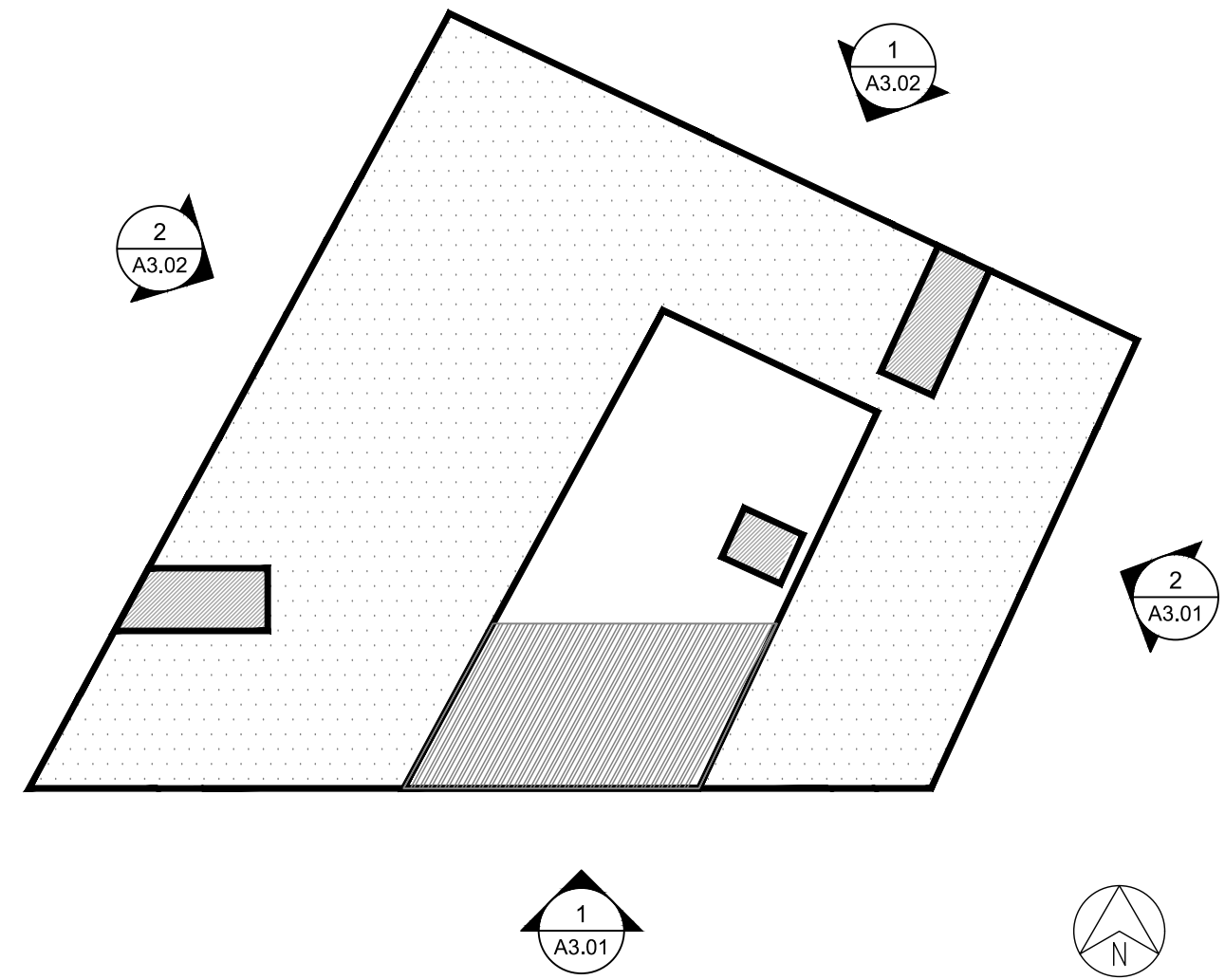


BUILDING
ELEVATIONS

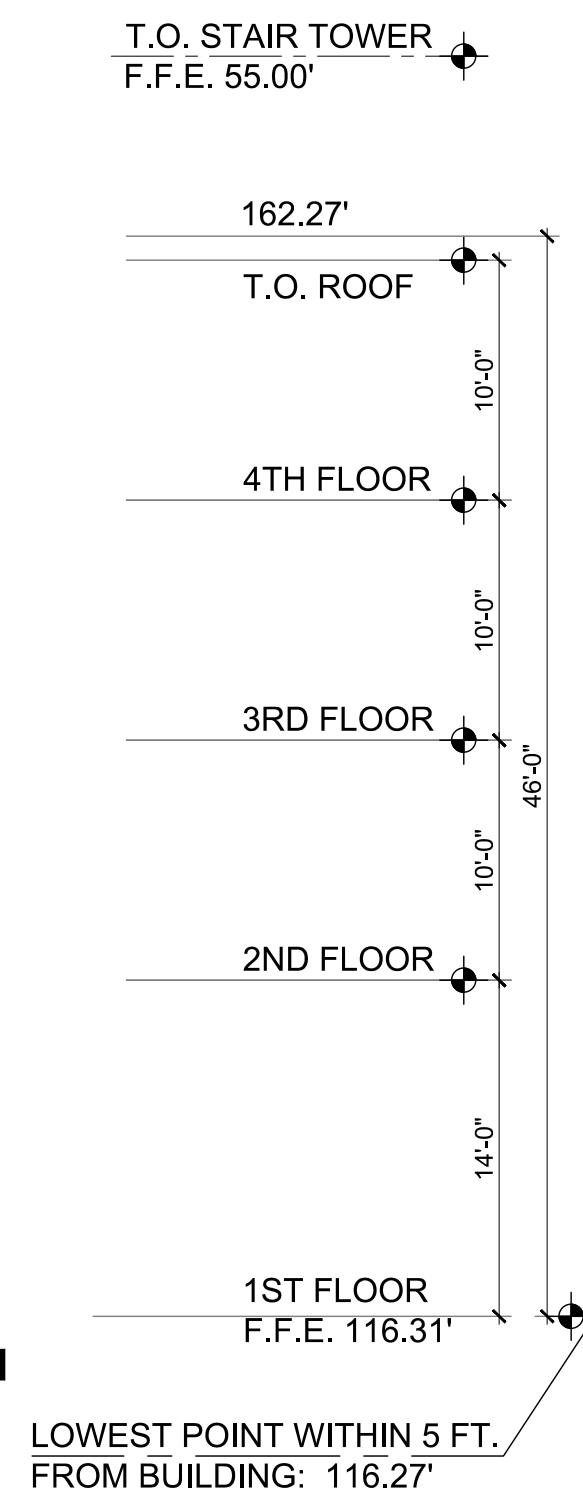
DATE	4/10/2017	SCALE	AS NOTED
SHEET NUMBER			

A3.01

**ADAMS
TERRACE I**
4347 WEST ADAMS BLVD
LOS ANGELES, CA 90018

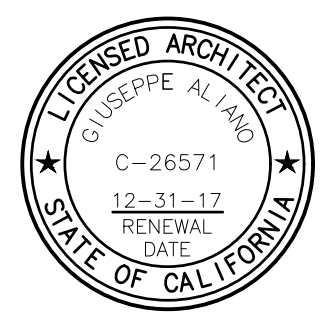


WEST ELEVATION
SCALE: 1/8" = 1'-0"



KEYNOTES

- 1 MAIN ENTRANCE
- 2 FINISH GRADE
- 3 EXTERIOR PLASTER
- 4 SMOOTH PLASTER
- 5 CEMENTITIOUS BOARD AND BATTEN SIDING
- 6 STAIR TOWER F.F.E. 55.00'
- 7 GREEN SCREEN
- 8 STOREFRONT GLAZING
- 9 PARKING ENTRY
- 10 ROOF GUARDRAIL (42" MIN.)
- 11 CMU WALL AT PROPERTY LINE
- 12 BALCONY; (TYP.)



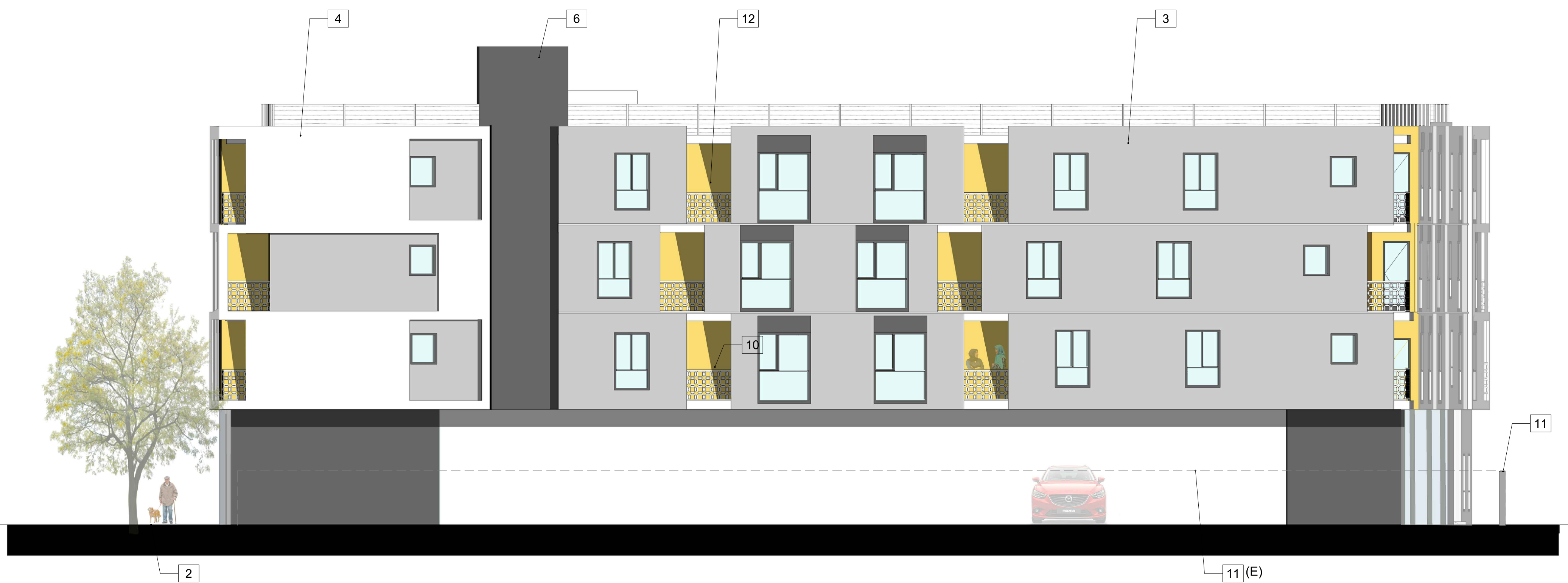
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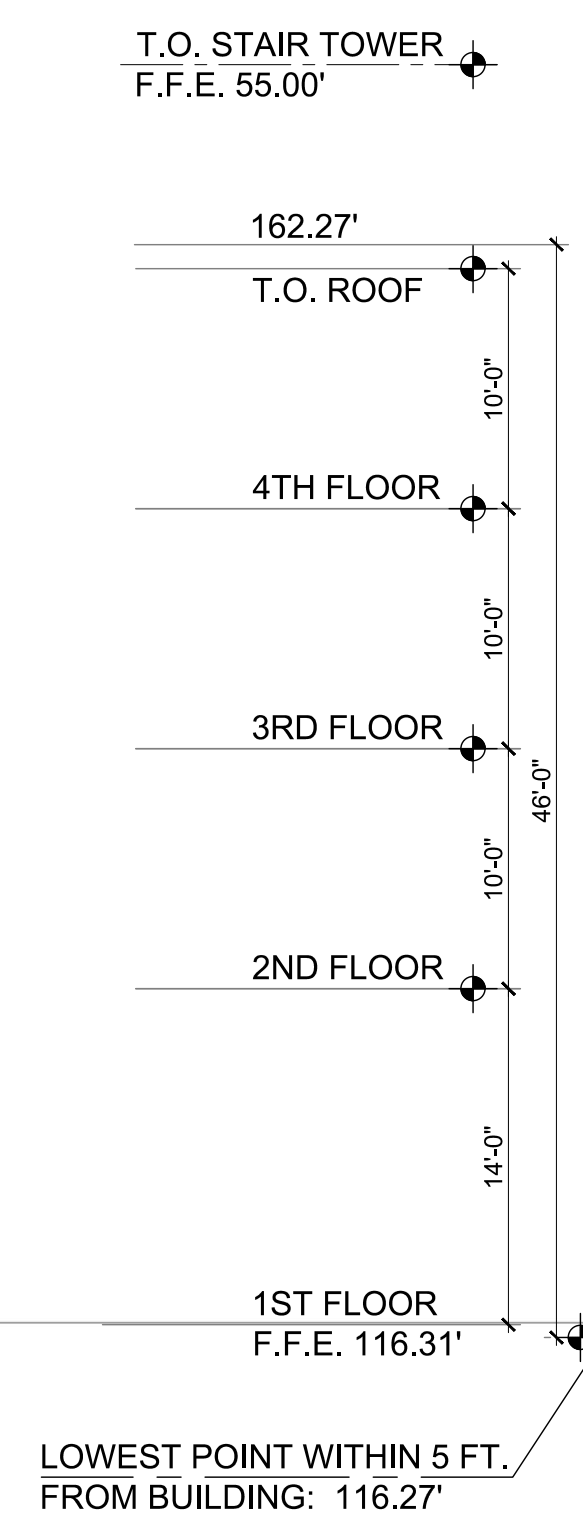
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**BUILDING
ELEVATIONS**

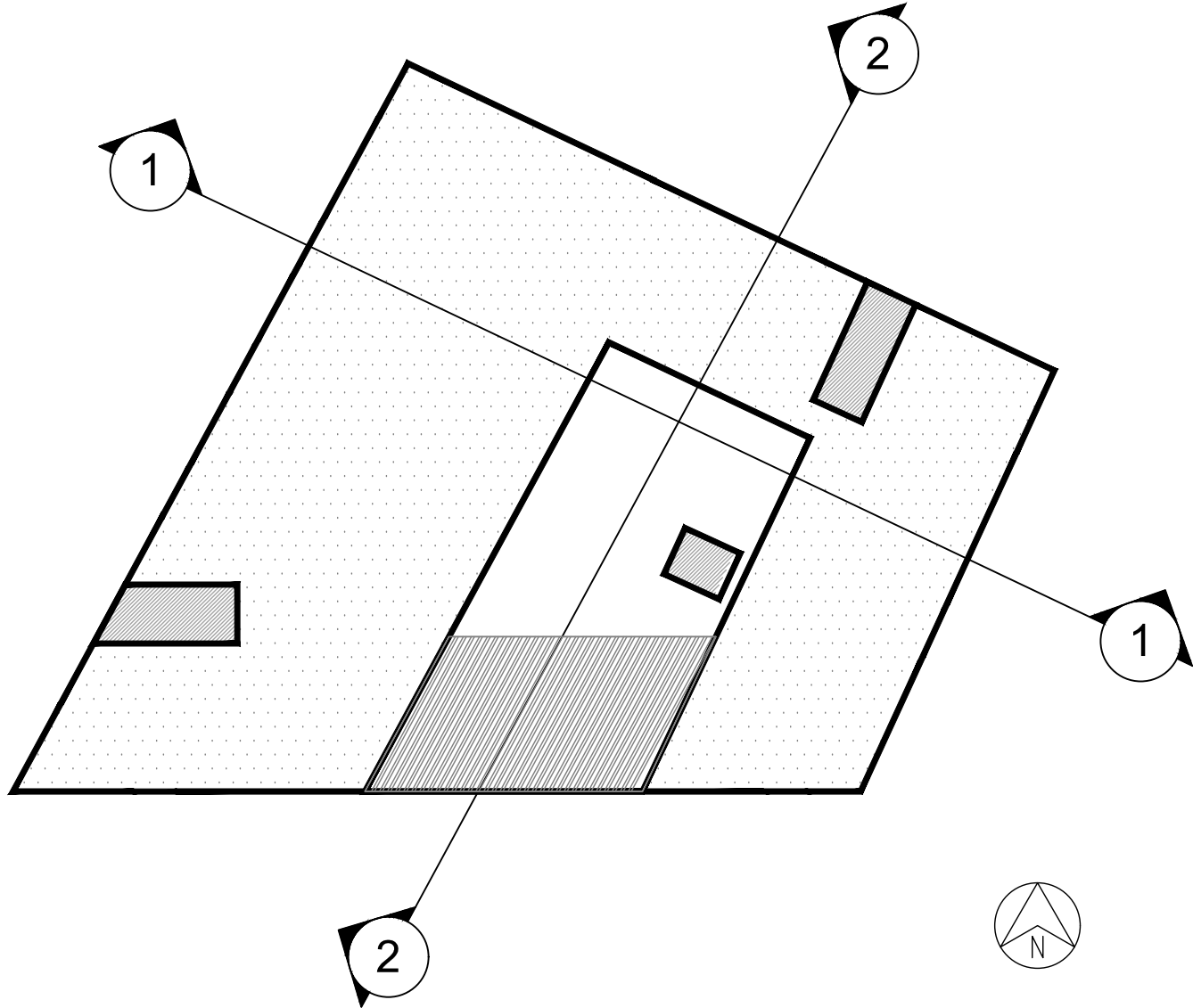
DATE	SCALE
4/10/2017	AS NOTED
SHEET NUMBER	



NORTH ELEVATION
SCALE: 1/8" = 1'-0"

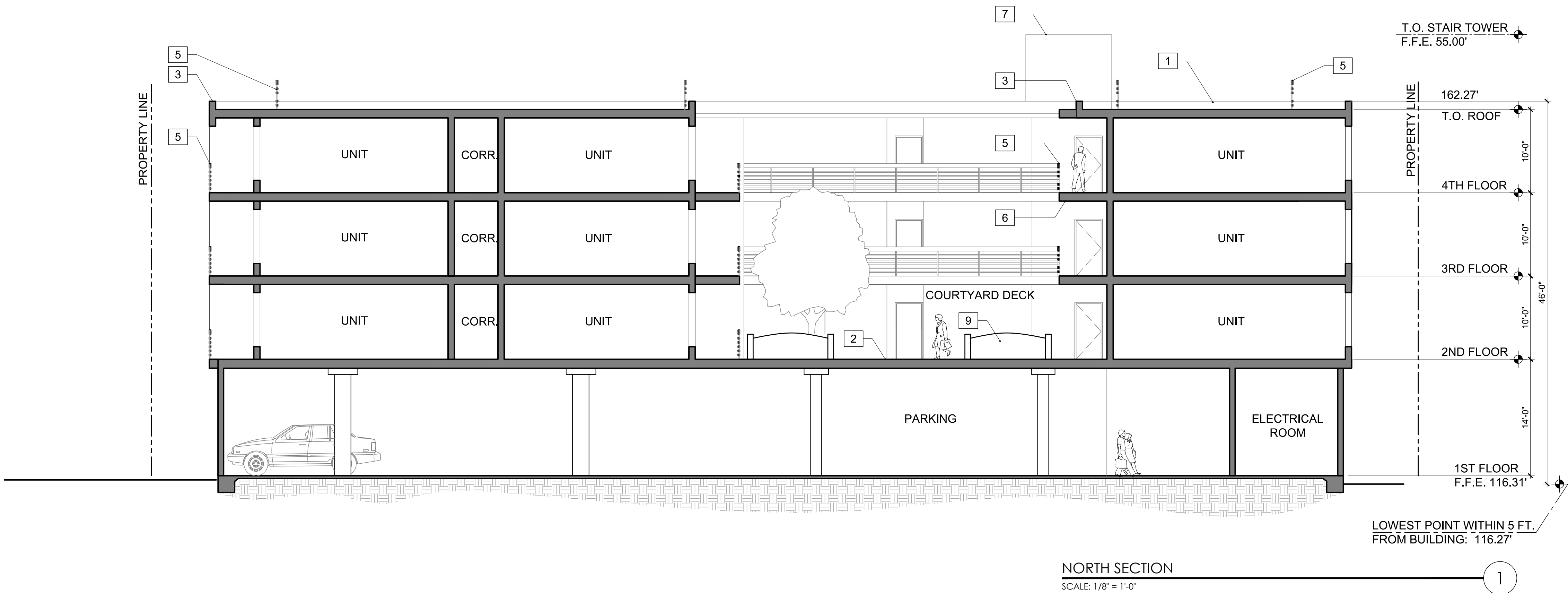
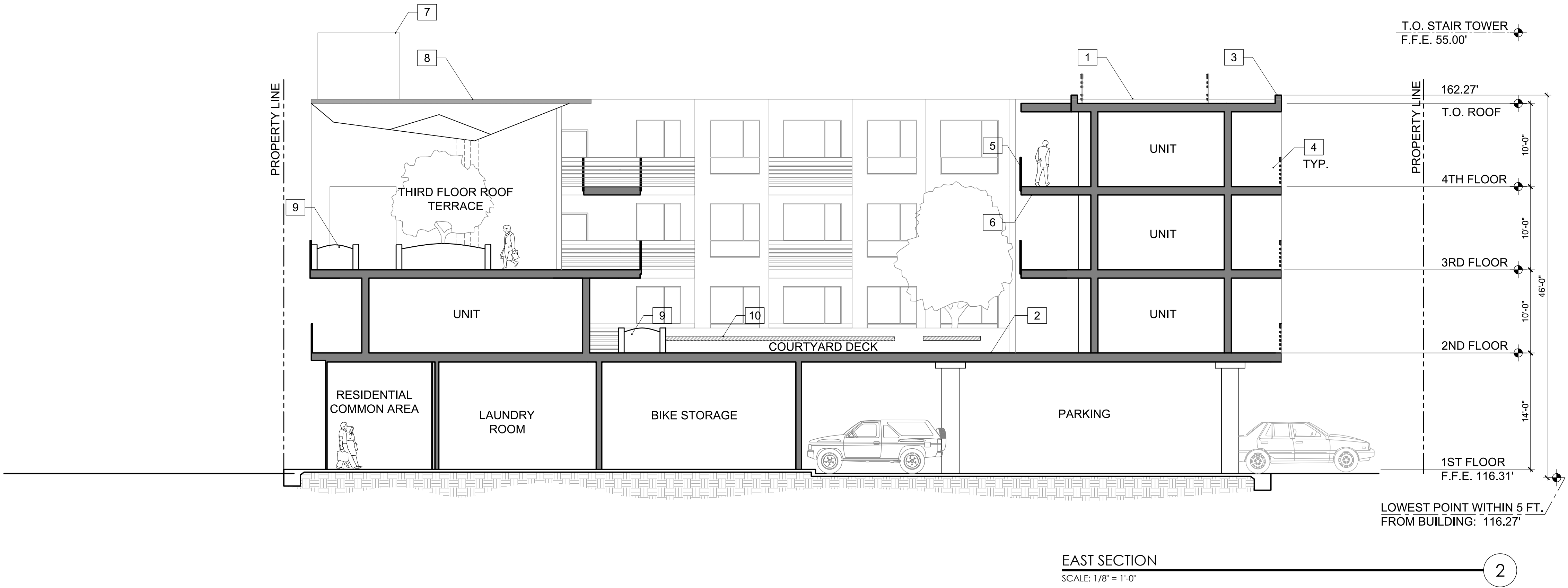


A3.02



KEYNOTES

- 1 LINE OF BUILDING BEYOND
- 2 CONCRETE PODIUM DECK
- 3 PARAPET
- 4 BALCONY; (TYP.)
- 5 GUARDRAIL (42" MIN.)
- 6 WALKWAY
- 7 STAIR TOWER
- 8 LATTICE STRUCTURE OVER 3RD FLOOR OPEN SPACE
- 9 PLANTER
- 10 BENCH



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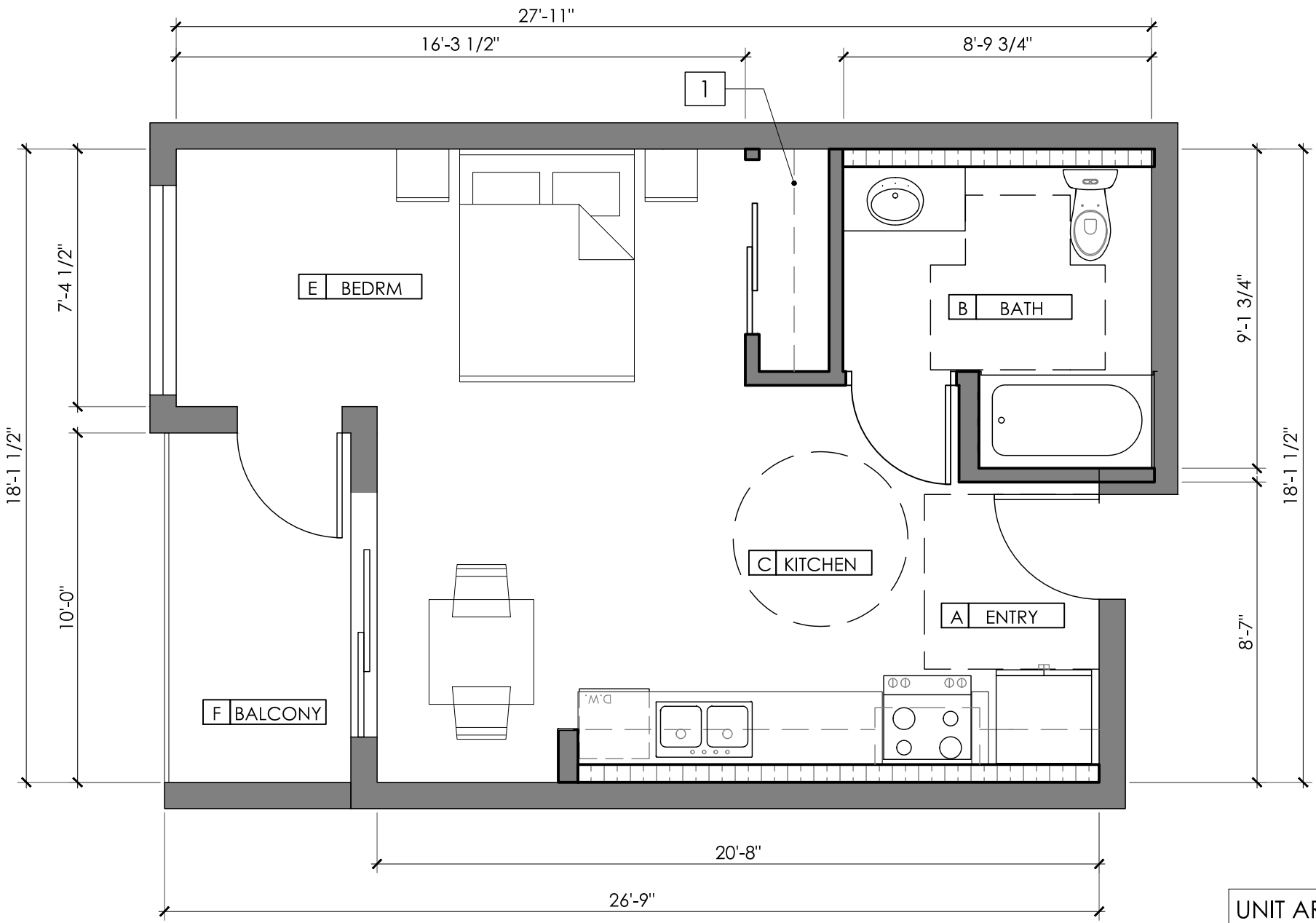
SHEET TITLE

BUILDING SECTIONS

DATE	SCALE
4/10/2017	AS NOTED
SHEET NUMBER	

KEYNOTES

- 1 BEDROOM CLOSET: SHELF & POLE SYSTEM
- 2 COAT CLOSET: SHELF & POLE SYSTEM
- 3 LINEN CLOSET: SHELF & POLE SYSTEM
- 4 PANTRY

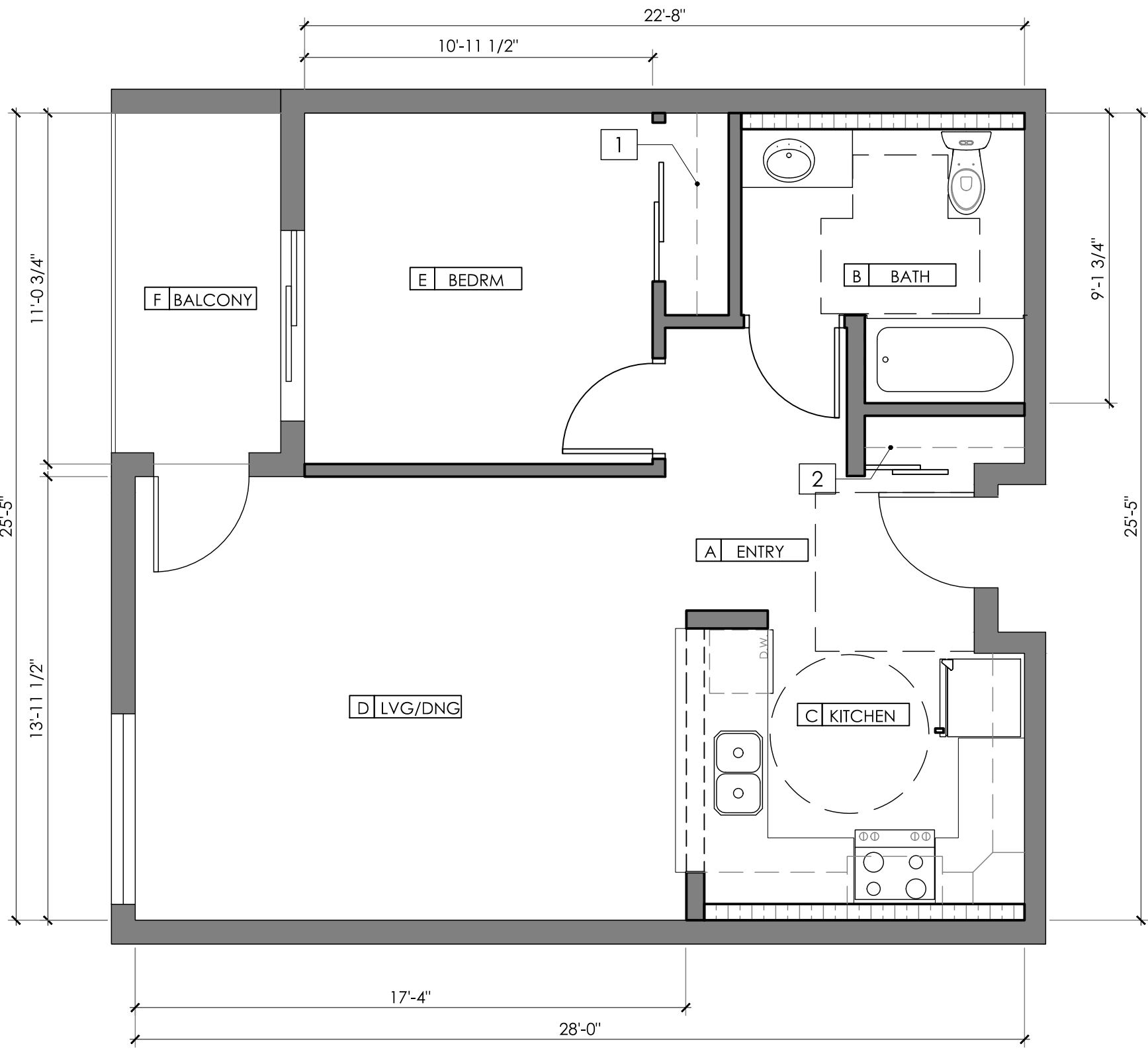


UNIT AREA CALCULATIONS	
GROSS AREA	302 S.F.
NET AREA	418 S.F.

STUDIO

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

2

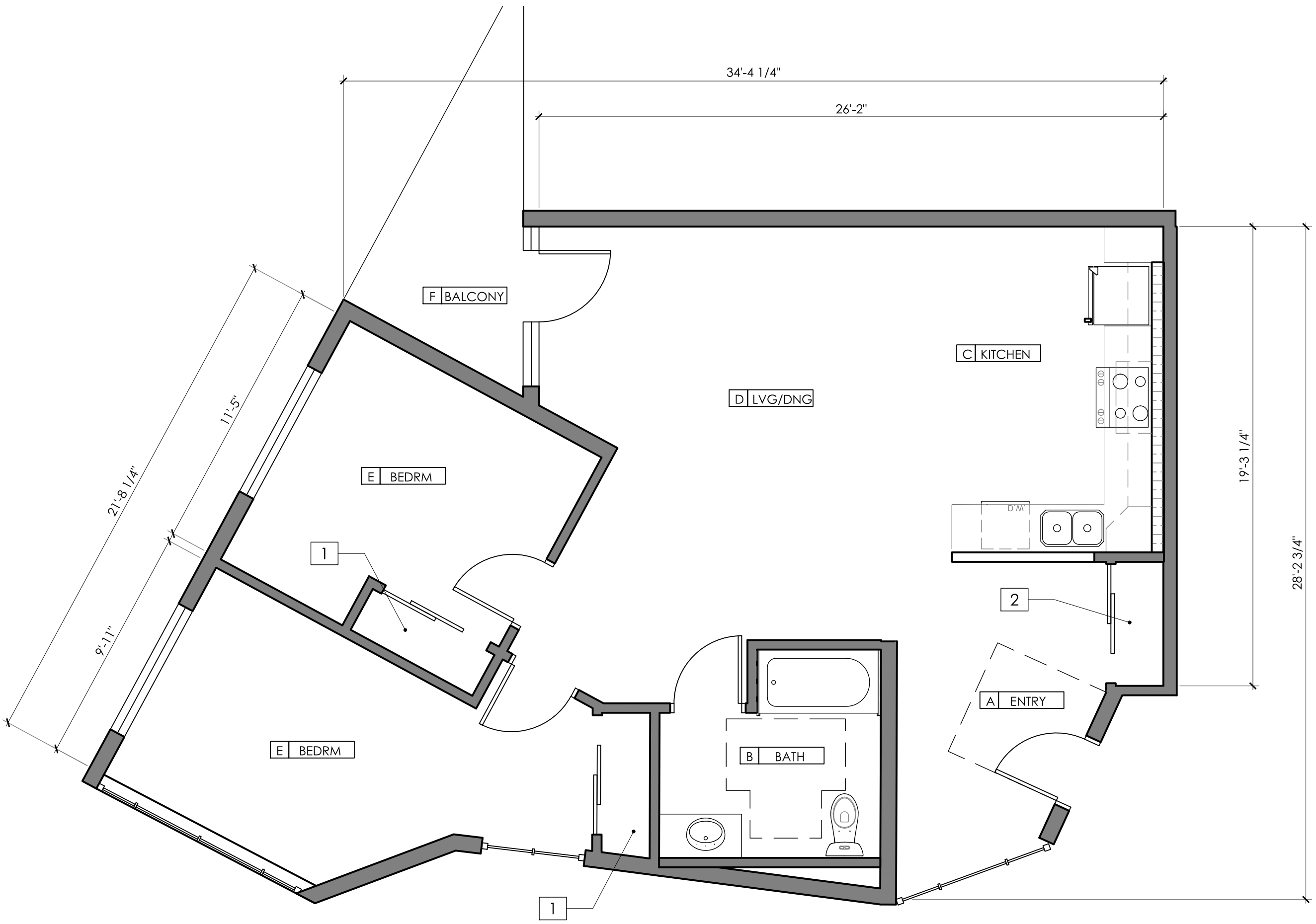


UNIT AREA CALCULATIONS	
GROSS AREA	724 S.F.
NET AREA	641 S.F.

1 BEDROOM

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

1

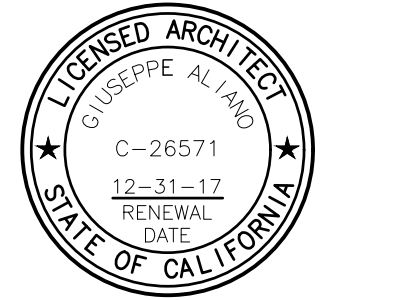


UNIT AREA CALCULATIONS	
GROSS AREA	1050 S.F.
NET AREA	900 S.F.

MANAGER UNIT

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

3



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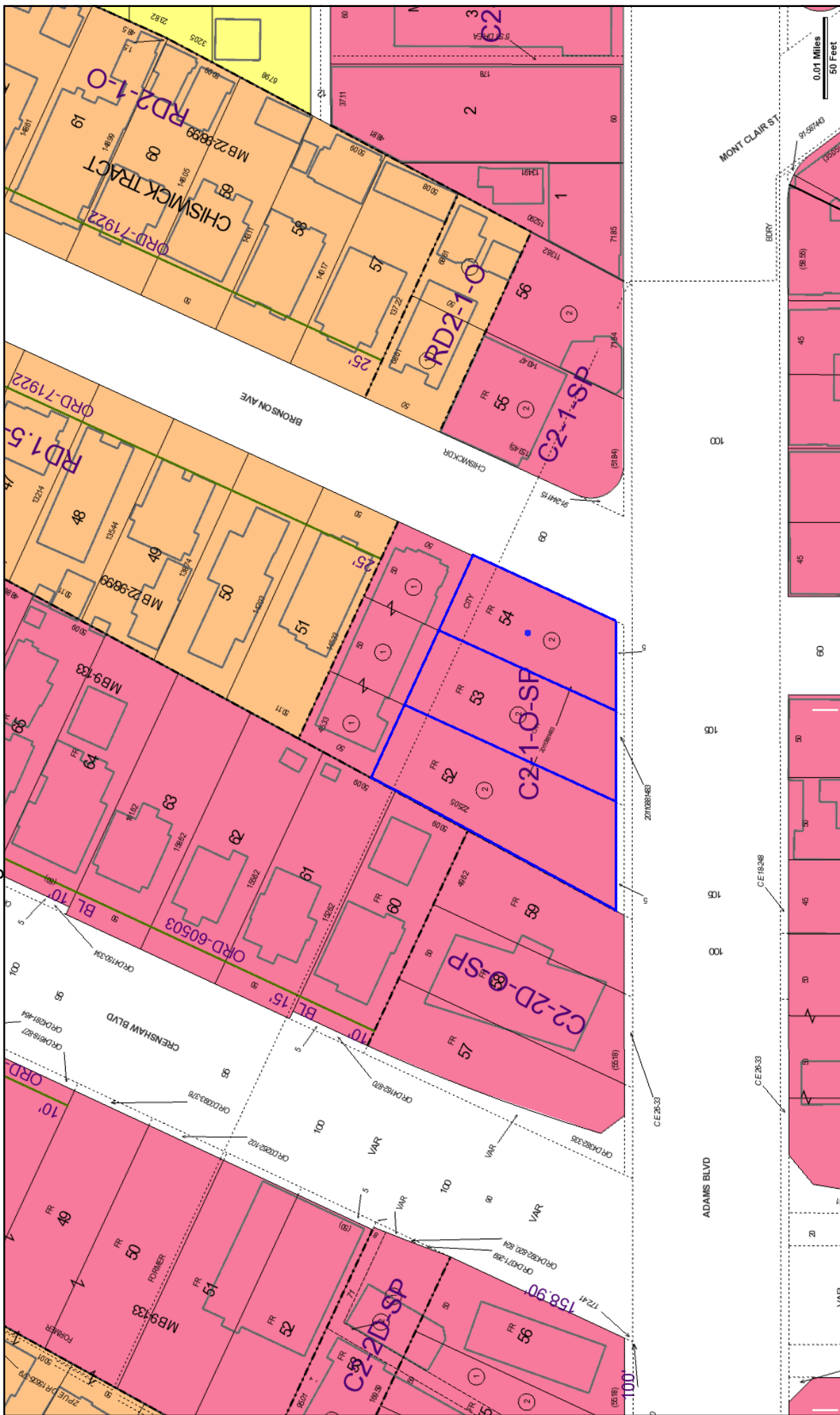
ENLARGED
UNIT PLANS

DATE	4/10/2017	SCALE	AS NOTED
SHEET NUMBER			

EXHIBIT B

MAPS

CPC-2016-3761-DB-SPP



Address: 4339 W ADAMS BLVD
APN: 5059003022
PIN #: 123B185 673

Tract: CHISWICK TRACT
Block: None
Lot: FR 54
Arb: 2

Zoning: C2-1-O-SP
General Plan: Neighborhood Commercial



DENSITY BONUS

PROJECT PERMIT COMPLIANCE

LEGAL: PORTION OF LOTS 52-54, CHISWICK TRACT, 22-98/99. (SEE APPLICATION)

C.D. 10
C.T. 2187.02
P.A. WEST ADAMS-BALDWIN HILLS-LEIMERT

GC MAPPING SERVICE, INC.

3055 WEST VALLEY BOULEVARD
ALHAMBRA CA 91803
(626) 441-1080 FAX (626) 441-8850

CASE NO.
DATE: 04-05-2017
SCALE: 1" = 100'
USES FIELD
D.M. 123 B 185

T.B. PAGE: 633 GRID: E-6

0.48 NET AC.

EXHIBIT C

ENVIRONMENTAL CLEARANCE

CPC-2016-3761-DB-SPP

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

LEAD CITY AGENCY

City of Los Angeles

COUNCIL DISTRICT

CD 10 - HERB J. WESSON, JR.

PROJECT TITLE

ENV-2016-3762-MND

CASE NO.

CPC-2016-3761-DB-SPP-SPR

PROJECT LOCATION

4339 W ADAMS BLVD

PROJECT DESCRIPTION

The Proposed Project is for the construction of a residential building with 54 residential dwelling units. The 54 units consist of 53 Senior Housing units for low and very low income households and one market-rate manager's unit, with a total residential floor area of 62,500 square feet, including corridors, lobby, office, and amenity areas in a 56 foot (five stories) tall building. The project will provide a total of 30 at-grade parking spaces and 59 bicycle parking spaces (54 long-term and 5 short-term).

Pursuant to Los Angeles Municipal Code ("LAMC") Section 12.22.A.25, the Applicant proposes to set aside 53 of the 54 residential units (98% of the proposed units) to be constructed as Restricted Affordable Units for senior citizens that utilize Parking Option 2. The Applicant requests the following incentives: 1) Pursuant to LAMC Section 12.22.A.25(f)4, an on-menu incentive to allow an increase of the Floor Area Ratio (FAR) to 2.95 in lieu of the maximum permitted 1.5 FAR as required; 2) Pursuant to LAMC Section 12.22.A.25(f)5, an on-menu incentive to allow a building height increase of 11 feet to allow a building 56 feet in height in lieu of the 45 feet height limit as required per Crenshaw Corridor Specific Plan for Subarea A; 3) Pursuant to LAMC Section 12.22.A.25(g)3, an off-menu incentive to allow a reduction of the rear yard to eight (8) feet in lieu of the seventeen (17) feet as required; 4) Pursuant to LAMC Section 12.22.A.25(g)3, an off-menu incentive to allow a reduction of the side yard to zero (0) feet in lieu of the eight (8) feet required.

Pursuant to LAMC Section 11.5.7, the Applicant requests the approval of Project Permit Compliance Review as required in the Crenshaw Corridor Specific Plan.

Pursuant to LAMC Section 16.05, the Applicant requests the approval of Site Plan Review for the Proposed Project.

NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY

4347 Adams, LP

1149 S. Hill St., Suite 700, Los Angeles, CA 90047

FINDING:

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

(CONTINUED ON PAGE 2)

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

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

THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.

NAME OF PERSON PREPARING THIS FORM

TITLE

TELEPHONE NUMBER

IRIS WAN

City Planning Assistant

(213) 978-1397

ADDRESS 200 N. SPRING STREET, 7th FLOOR LOS ANGELES, CA. 90012	SIGNATURE (Official) <i>Debbie Lawrence</i>	DATE DECEMBER 14, 2016
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IV-90. Tree Removal (Public Right-of-Way)

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- Removal of trees in the public right-of-way requires approval by the Board of Public Works.
- The required Tree Report shall include the location, size, type, and condition of all existing trees in the adjacent public right-of-way and shall be submitted for review and approval by the Urban Forestry Division of the Bureau of Street Services, Department of Public Works (213-847-3077).
- The plan shall contain measures recommended by the tree expert for the preservation of as many trees as possible. Measures such as replacement by a minimum of 24-inch box trees in the parkway and on the site, on a 1:1 basis, shall be required for the unavoidable loss of significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) trees in the public right-of-way.
- All trees in the public right-of-way shall be provided per the current Urban Forestry Division standards.

VI-20. Erosion/Grading/Short-Term Construction Impacts

- Short-term erosion impacts may result from the construction of the proposed project. However, these impacts can be mitigated to a less than significant level by the following measures:
- The applicant shall provide a staked signage at the site with a minimum of 3-inch lettering containing contact information for the Senior Street Use Inspector (Department of Public Works), the Senior Grading Inspector (LADBS) and the hauling or general contractor.

XIX-10. Cumulative Impacts

- There may be environmental impacts which are individually limited, but significant when viewed in connection with the effects of past projects, other current projects, and probable future projects. However, these cumulative impacts will be mitigated to a less than significant level through compliance with the above mitigation measures.

XIX-20. Effects On Human Beings

- The project has potential environmental effects which cause substantial adverse effects on human beings, either directly or indirectly. However, these potential impacts will be mitigated to a less than significant level through compliance with the above mitigation measures.

XIX-30. End

- The conditions outlined in this proposed mitigated negative declaration which are not already required by law shall be required as condition(s) of approval by the decision-making body except as noted on the face page of this document. Therefore, it is concluded that no significant impacts are apparent which might result from this project's implementation.

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

LEAD CITY AGENCY: City of Los Angeles	COUNCIL DISTRICT: CD 10 - HERB J. WESSON, JR.	DATE:
RESPONSIBLE AGENCIES: Department of City Planning		
ENVIRONMENTAL CASE: ENV-2016-3762-MND	RELATED CASES: CPC-2016-3761-DB-SPP-SPR	
PREVIOUS ACTIONS CASE NO.:	<input type="checkbox"/> Does have significant changes from previous actions. <input checked="" type="checkbox"/> Does NOT have significant changes from previous actions.	
PROJECT DESCRIPTION: CONSTRUCT A 5-STORY BUILDING, 56 FEET IN HEIGHT, WITH 54 RESIDENTIAL UNITS (53 RESTRICTED AFFORDABLE AND 1 MANAGER'S UNIT) FOR LOW AND VERY LOW INCOME SENIOR CITIZENS, AND 30 PARKING SPACES ON SITE.		
ENV PROJECT DESCRIPTION: The Proposed Project is for the construction of a residential building with 54 residential dwelling units. The 54 units consist of 53 Senior Housing units for low and very low income households and one market-rate manager's unit, with a total residential floor area of 62,500 square feet, including corridors, lobby, office, and amenity areas in a 56 foot (five stories) tall building. The project will provide a total of 30 at-grade parking spaces and 59 bicycle parking spaces (54 long-term and 5 short-term). Pursuant to Los Angeles Municipal Code ("LAMC") Section 12.22.A.25, the Applicant proposes to set aside 53 of the 54 residential units (98% of the proposed units) to be constructed as Restricted Affordable Units for senior citizens that utilize Parking Option 2. The Applicant requests the following incentives: 1) Pursuant to LAMC Section 12.22.A.25(f)4, an on-menu incentive to allow an increase of the Floor Area Ratio (FAR) to 2.95 in lieu of the maximum permitted 1.5 FAR as required; 2) Pursuant to LAMC Section 12.22.A.25(f)5, an on-menu incentive to allow a building height increase of 11 feet to allow a building 56 feet in height in lieu of the 45 feet height limit as required per Crenshaw Corridor Specific Plan for Subarea A; 3) Pursuant to LAMC Section 12.22.A.25(g)3, an off-menu incentive to allow a reduction of the rear yard to eight (8) feet in lieu of the seventeen (17) feet as required; 4) Pursuant to LAMC Section 12.22.A.25(g)3, an off-menu incentive to allow a reduction of the side yard to zero (0) feet in lieu of the eight (8) feet required. Pursuant to LAMC Section 11.5.7, the Applicant requests the approval of Project Permit Compliance Review as required in the Crenshaw Corridor Specific Plan. Pursuant to LAMC Section 16.05, the Applicant requests the approval of Site Plan Review for the Proposed Project.		
ENVIRONMENTAL SETTINGS: The Project Site consists of three contiguous parcels, totaling approximately 21,219 square feet. The subject site is currently vacant, zoned [Q]C2-1-O and designated General Commercial land use in the West Adams-Baldwin Hills-Leimert Community Plan. The Project Site is located within Subarea A of the Crenshaw Corridor Specific Plan and the South Los Angeles Alcohol Sales Specific Plan. The Project Site is within the Transit Priority Area in the City of Los Angeles (ZI-2452), Freeway Adjacent Advisory Notice of Sensitive Uses (ZI-2427), and Los Angeles State Enterprise Zone (ZI-2374). The C2 designation indicates that the Project Site requires a minimum area of 400 square feet per dwelling unit. The zoning permits a floor area ratio of 1.5 times the Site's buildable area while the Crenshaw Corridor Specific Plan limits the vertical height to 45 feet. A building in the Height 1 District designed and used entirely for residential purposes is not limited as to number of stories. The Project Site is located within the liquefaction zone. The nearest known seismic hazard to the site is the Newport-Inglewood Fault Zone, approximately 3.41 kilometers away. The subject parcel is located within the "O" oil drilling district. There are five(5) existing street trees located within the public right of way which will be impacted by the Proposed Project. The subject property is a corner lot located on the north side of Adams Boulevard and west side of Bronson Avenue. Adams Boulevard is a designated Avenue I dedicated to a width of 105 feet. Bronson Avenue is a Local Street dedicated to a width of 60 feet. Both streets are improved with 15-foot wide sidewalks. Automobile access for the Proposed Project will be from Bronson Avenue into a ground level garage. There is no subterranean parking being proposed. Pedestrian access for the proposed structure will be from		

Adams Boulevard.

Adjacent property to the north is a three-story multi-family development in the [Q]C2-1-O zone. Across from Adams Boulevard to the south of the subject site are one and two-story commercial establishments and a gas station, zoned [Q]C2-1. Abutting the subject property to the east across from Bronson Avenue is a church and surface parking lot, zoned [Q]C2-1. Abutting the property to the west is a gas station zoned [Q]C2-1-O, and one to two-story residential dwellings in the [Q]C2-1 zone.

PROJECT LOCATION:

4339 W ADAMS BLVD

COMMUNITY PLAN AREA: WEST ADAMS - BALDWIN HILLS - LEIMERT STATUS: <input checked="" type="checkbox"/> Does Conform to Plan <input type="checkbox"/> Does NOT Conform to Plan	AREA PLANNING COMMISSION: SOUTH LOS ANGELES	CERTIFIED NEIGHBORHOOD COUNCIL: UNITED NEIGHBORHOODS OF THE HISTORIC ARLINGTON HEIGHTS, WEST ADAMS, AND JEF
EXISTING ZONING: [Q]C2-1-O	MAX. DENSITY/INTENSITY ALLOWED BY ZONING: 53 d.u.	LA River Adjacent:
GENERAL PLAN LAND USE: GENERAL COMMERCIAL	MAX. DENSITY/INTENSITY ALLOWED BY PLAN DESIGNATION: 400 sq.ft. per d.u.	
	PROPOSED PROJECT DENSITY: 54 d.u.	

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.



City Planning Assistant

(213) 978-1397

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 than 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.

<input type="checkbox"/> AESTHETICS <input type="checkbox"/> AGRICULTURE AND FOREST RESOURCES <input type="checkbox"/> AIR QUALITY <input checked="" type="checkbox"/> BIOLOGICAL RESOURCES <input checked="" type="checkbox"/> CULTURAL RESOURCES <input checked="" type="checkbox"/> GEOLOGY AND SOILS	<input type="checkbox"/> GREEN HOUSE GAS EMISSIONS <input type="checkbox"/> HAZARDS AND HAZARDOUS MATERIALS <input type="checkbox"/> HYDROLOGY AND WATER QUALITY <input type="checkbox"/> LAND USE AND PLANNING <input type="checkbox"/> MINERAL RESOURCES <input type="checkbox"/> NOISE	<input type="checkbox"/> POPULATION AND HOUSING <input type="checkbox"/> PUBLIC SERVICES <input type="checkbox"/> RECREATION <input type="checkbox"/> TRANSPORTATION/TRAFFIC <input checked="" type="checkbox"/> TRIBAL CULTURAL RESOURCES <input type="checkbox"/> UTILITIES AND SERVICE SYSTEMS	<input checked="" type="checkbox"/> MANDATORY FINDINGS OF SIGNIFICANCE
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INITIAL STUDY CHECKLIST (To be completed by the Lead City Agency)

Background

PROPONENT NAME:

4347 Adams, LP

PHONE NUMBER:

(310) 838-2400

APPLICANT ADDRESS:

1149 S. Hill St., Suite 700, Los Angeles, CA 90047

AGENCY REQUIRING CHECKLIST:

Department of City Planning

DATE SUBMITTED:

09/30/2016

PROPOSAL NAME (if Applicable):

ADAMS TERRACE

Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
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I. AESTHETICS

a. Have a substantial adverse effect on a scenic vista?				✓
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				✓
c. 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?				✓
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				✓
d. Result in the loss of forest land or conversion of forest land to non-forest use?				✓
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				✓

III. AIR QUALITY

a. Conflict with or obstruct implementation of the applicable air quality plan?			✓	
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			✓	
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment 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?			✓	
e. Create objectionable odors affecting a substantial number of people?				✓

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?			✓	
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 impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
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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?			✓	
c.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			✓	
d.	Disturb any human remains, including those interred outside of formal cemeteries?			✓	
e.	CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF A SITE, FEATURE, PLACE, CULTURAL LANDSCAPE, SACRED PLACE, OR OBJECT WITH CULTURAL VALUE TO A CALIFORNIA NATIVE AMERICAN TRIBE THAT IS LISTED OR DETERMINED ELIGIBLE FOR LISTING ON THE CALIFORNIA REGISTER OF HISTORICAL RESOURCES, LISTED ON A LOCAL HISTORICAL REGISTER, OR OTHERWISE DETERMINED BY THE LEAD AGENCY TO BE A TRIBAL CULTURAL RESOURCE?		✓		

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?				✓
e.	Result in substantial soil erosion or the loss of topsoil?			✓	
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?			✓	

VIII. 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?				✓

Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
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e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				✓
f.	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for 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?				✓
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?				✓

IX. HYDROLOGY AND WATER QUALITY

a.	Violate any water quality standards or waste discharge requirements?			✓	
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?			✓	
d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			✓	
e.	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			✓	
f.	Otherwise substantially degrade water quality?			✓	
g.	Place housing within a 100-year flood hazard area as mapped on 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?				✓
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?				✓

X. LAND USE AND PLANNING

a.	Physically divide an established community?				✓
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?				✓

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?				✓
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?			✓	
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Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
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b.	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			✓	
c.	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			✓	
d.	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			✓	
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				✓
f.	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				✓

XIII. POPULATION AND HOUSING

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?				✓

XIV. 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?			✓	

XV. RECREATION

a.	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			✓	
b.	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			✓	

XVI. TRANSPORTATION/TRAFFIC

Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
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a.	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			✓	
b.	Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?			✓	
c.	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				✓
d.	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				✓
e.	Result in inadequate emergency access?			✓	
f.	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities supporting alternative transportation (e.g., bus turnouts, bicycle racks)?			✓	

XVII. 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 Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.		✓		

XVIII. 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

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

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-2016-3762-MND** and the associated case(s),

CPC-2016-3761-DB-SPP-SPR. 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.

For City information, addresses and phone numbers: 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:
IRIS WAN	City Planning Assistant	(213) 978-1397	11/17/2016

Impact?	Explanation	Mitigation Measures
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APPENDIX A: ENVIRONMENTAL IMPACTS EXPLANATION TABLE

I. AESTHETICS

a.	NO IMPACT	<p>The project site is currently vacant. Proposed Project would be developed to five stories with a maximum building height of 56 feet. Surrounding uses include single- and multi-family residential, retail, commercial, gas station, church, and surface parking lots. The project site is relatively flat in topography. Scenic vistas in the area are limited due to the highly urbanized nature of the surrounding area. There are no tall topographic features on the project site from which scenic vistas may be viewed, or which make up part of the scenic landscape of the surrounding neighborhood. The subject property is not located at or near any scenic vistas. Therefore, no impacts would occur.</p>	
b.	NO IMPACT	<p>The project is located at the corner of Adams Boulevard and Bronson Avenue, neither of which are designated scenic highway. There are no natural scenic resources such as native California trees, or unique geologic features on the currently vacant site. Therefore, the Proposed Project would not damage and/or remove any scenic resource within a State designated scenic highway. No impact would occur.</p>	
c.	LESS THAN SIGNIFICANT IMPACT	<p>With respect to massing and height, a significant impact may occur if a project introduces incompatible visual elements on the project site or visual elements that would be incompatible with the character of the area surrounding the project site. The project site is currently vacant. Surrounding developments range from one to two stories for single-family dwellings and three to five stories for multi-family structures. The project site is located in Height District 1, which limits Floor Area Ratio to 1.5:1. With utilization of an on-menu Density Bonus incentive, the project proposes an FAR of 2.95 on a lot with gross area of 21,219 square feet. The Proposed Project would result in a residential development containing approximately 62,500 square feet. Views of the project site from the adjacent uses would change in character as a result of the increased building height and amount</p>	

Impact?	Explanation	Mitigation Measures
	<p>of development proposed for the project. Current views of the project site from the surrounding uses would be replaced with views of the new five-story structure with a maximum building height of 56 feet, thus creating an increasing sense of height and massing on-site. With respect to shade and shadow, a significant impact would occur if proposed building exceeds a height of 60 feet above ground elevation and located within a distance of three times the height of the proposed structure to a shadow-sensitive use on the north, northwest or northeast. The proposed structure may cast shadows on the residential uses as these structures are located within a distance of three times the height of the proposed structure. However, the project is not anticipated to cast shadows for more than three hours between the hours of 9:00 a.m. and 3:00 p.m. Pacific Standard Time (between late October and early April) or for more than four hours between the hours of 9:00 a.m. and 5:00 p.m. Pacific Daylight Times (between early April and late October). Additionally, the project is located approximately 288 feet from single family residential uses to the northeast zoned R1-1-HPOZ. Overall, the project is not anticipated to degrade the existing visual character or quality of the site and its surroundings. Therefore, the impact would be less than significant.</p>	
d. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact may occur if a project introduces light that is likely to increase ambient nighttime illumination levels beyond the property line of the project site or includes lighting that would routinely spillover onto a light-sensitive use. The Proposed Project would provide night lighting in order to illuminate the building entrances, common open space areas, and parking areas, largely to provide adequate night visibility and a measure of security. The night lighting would be directional and shielded to direct light away from the neighboring uses. In addition, the project site is currently illuminated by spillover lighting from the surrounding commercial and residential uses as well as streetlights along Adams Boulevard. As mentioned in Section I d., Adams Boulevard is a designated Avenue I, which carries a large volume of vehicles. Light from vehicle headlights from cars traveling on the street and</p>	

Impact?	Explanation	Mitigation Measures
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		other adjacent roadways contribute to the overall high ambient lighting levels in the project area already. The proposed project does not include any elements or features that would create substantial new sources of glare. Therefore, light and glare impacts would be less than significant.	
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II. AGRICULTURE AND FOREST RESOURCES

a.	NO IMPACT	The Project site does not contain properties identified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as identified by the California Resource Agency. Therefore, no impact would occur.	
b.	NO IMPACT	The three contiguous parcels located at the corner of Adams Boulevard and Bronson Avenue are zoned [Q]C2-1-O (ZIMAS). No agricultural use is permitted within this zoning designation. Therefore, the project would have no impact on agricultural zoning or Williamson Act contracts.	
c.	NO IMPACT	The subject property is zoned as [Q]C2-1-O and would not conflict with existing zoning for, or cause rezoning of, forest land or timberland use (ZIMAS). Therefore, the project would have no impact on forest land or timberland use.	
d.	NO IMPACT	The project site is currently vacant. No forest lands or natural vegetation exist on or in the vicinity of the project site. Therefore, no impact would occur.	
e.	NO IMPACT	Neither the project site nor nearby properties are currently utilized for agricultural or forestry uses and, as discussed above, the project is not classified in any "Farmland" category designated by the State of California. Furthermore, the project site is zoned [Q]C2-1-O and has a land use designation of General Commercial in the West Adams-Baldwin Hills-Leimert Community Plan. Therefore, no impact would occur.	

III. AIR QUALITY

a.	LESS THAN SIGNIFICANT IMPACT	A significant air quality impact may occur if a project is not consistent with the applicable Air Quality Management Plan (AQMP) or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of that plan. The South Coast Air Quality Management District (SCAQMD) is the agency	
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Impact?	Explanation	Mitigation Measures
	<p>principally responsible for comprehensive air pollution control in the South Coast Air Basin (Basin) and reducing emissions from stationary (area and point), mobile, and indirect sources. SCAQMD prepared the AQMP to meet federal and State ambient air quality standards. The Proposed Project with 54 residential units is not expected to conflict with or obstruct the implementation of AQMP and SCAQMD rules (including District Rule 403). The project does not require any exemptions from the currently adopted or proposed rules. The Proposed Project is also subject to the City's Green Building Program Ordinance (Ordinance 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, and global ecosystems. The Proposed Project would be consistent with the AQMP and the City of Los Angeles' efforts to reduce regional air pollutant emissions. Therefore, impact of the Proposed Project would be less than significant.</p>	
b. LESS THAN SIGNIFICANT IMPACT	<p>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. An Air Quality Assessment for the project site was prepared by Pomeroy Environmental Services on October 13, 2016 (see attachment). Project construction and operation emissions were estimated using California Emissions Estimator Model (CalEEMod 2013.2.2), a statewide land use emissions computer model designed to quantify potential criteria pollutant emissions associated with both construction and operations from land use projects. The results are shown in Table 2.1, Overall Construction (Maximum Daily Emission in pounds per day). According to the Assessment, during the construction phase the proposed project would not exceed the regional SCAQMD significance thresholds for emissions of Carbon Monoxide (CO), Reactive Organic Compounds (ROG), Nitrogen Oxides (NOx), Particulate Matter (PM10 and PM2.5), and Sulfur Dioxide (SOx). Therefore, regional emission impacts for the proposed project would be less than significant for all construction phases. The</p>	

Impact?	Explanation	Mitigation Measures
	<p>project output is also below the significance thresholds for these criteria pollutants with regard to Overall Operational Emissions, as shown in Table 2.2. Motor vehicles that access the project site would be the predominant source of long-term project emissions. Additional emissions would be generated by area sources, such as energy use and landscape maintenance activities. Therefore, the proposed project would result in a less-than-significant impact related to regional operational emissions. The project would be subject to regulatory compliance measures, which reduce the impacts of operational and construction regional emissions.</p>	
c. LESS THAN SIGNIFICANT IMPACT	<p>Operational emissions generated by both stationary and mobile sources would result from normal day-to-day activities of the Proposed Project. Area source emissions would be generated by the consumption of natural gas and landscape maintenance. Mobile emissions would be generated by the motor vehicles traveling to and from the project site. The project for the construction of a five-story residential building with 54 senior housing units is not expected to result in cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainable under an applicable federal or state ambient air quality standard. Possible project-related air quality concerns will derive from the mobile source emissions that will be generated by the motor vehicles traveling to and from the new residential building. Therefore, the Proposed Project would not generate a cumulatively considerable increase in emissions of the pollutants for which the Basin is in nonattainment, and impacts would be less than significant.</p>	
d. LESS THAN SIGNIFICANT IMPACT	<p>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. The SCAQMD identifies the following as sensitive receptors: long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, child care centers, and athletic facilities. The SCAQMD has developed localized significance thresholds (LSTs) that are</p>	

Impact?	Explanation	Mitigation Measures
	<p>based on the amount of maximum daily localized construction emissions per day that can be generated by a project that would cause or contribute to adverse localized air quality impacts. These apply to projects that are less than or equal to five acres in size and are only applicable to Respirable Particulate Matter (PM10 and PM2.5), Carbon Monoxide (CO), and Nitrogen Oxides (NOx). An Air Quality Assessment for the project site was prepared by Pomeroy Environmental Services on October 13, 2016 (see attachment). The Assessment quantifies and analyzes the localized air quality impacts associated with the project construction. The site is located in SCAQMD Sensitive Receptor Area (SRA) No. 1, is located on a site that is less than 1 acre, and the project is below the thresholds for construction and operation emissions in pounds per day as a function of receptor distance (25 meters or 82.02 feet) from the project site boundary. According to the Assessment, the proposed project would not exceed the appropriate significance threshold for localized emissions of Particulate Matter (PM10 and PM2.5), Carbon Monoxide (CO), and Nitrogen Oxides (NOx). Therefore, localized emission impacts for the proposed project would be less than significant for all construction phases and the proposed project would not expose sensitive receptors to substantial localized criteria pollutant emissions during construction. The California Air Resources Board (CARB) has published guidance for locating new sensitive receptors (e.g., residences) away from nearby sources of air pollution. Relevant recommendations include avoiding siting new sensitive land uses within 500 feet of a freeway or 300 feet of a large gas station (defined as a facility with a throughput of 3.6 million gallons per year or greater). The location of the proposed project would be consistent with the CARB recommendations for locating new sensitive receptors. Therefore, the proposed project would result in a less-than-significant impact.</p>	

Impact?	Explanation	Mitigation Measures
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e.	NO IMPACT	Odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes, as well as sewage treatment facilities and landfills. The proposed senior housing residential project does not involve elements related to these types of activities. No odors from these types of uses are anticipated. Therefore, no impacts would occur.	
IV. BIOLOGICAL RESOURCES			
a.	LESS THAN SIGNIFICANT IMPACT	The subject property is currently vacant. The site lacks vegetated habitat supportive of wild life. Development of the project site will not have an 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 in local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Services. Thus, impacts would be less than significant.	
b.	LESS THAN SIGNIFICANT IMPACT	The subject property is located in an urbanized area that does not contain any riparian habitat or other sensitive natural community. The subject site has not been identified as being a Significant Ecological Area (City of Los Angeles, Environmental and Public Facilities Maps, 1996). Therefore, the Proposed Project would not result in significant impacts to riparian habitat or other sensitive natural communities.	
c.	NO IMPACT	The project site is currently vacant and does not contain any wetlands. Therefore, the project would have no impact on federally protected wetlands.	
d.	LESS THAN SIGNIFICANT IMPACT	The subject site is located in a developed and urbanized area that is mostly segmented and lacks the continuity that is consistent with those known to support any non-avian candidate, sensitive, or special-status species. Additionally, the subject site is currently vacant and lacks vegetated habitat supportive of wildlife. Development of the project site will not adversely interfere with the movement of any native resident or migratory fish or wildlife species. Therefore, impacts would be less than significant.	

Impact?	Explanation	Mitigation Measures
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e.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	<p>A project would have a significant biological impact through the loss or destruction of individuals of a species or through the degradation of sensitive habitat. The project site is located in a highly urbanized area. Vegetation on the project site is limited to three palm trees along Bronson Avenue and two pear trees along Adams Boulevard. The three palm trees are located near the eastern property line and has a trunk diameter of 24 inches. The two pear trees are located near the south property line and has a trunk diameter of 2-3 inches. All five existing trees are located within the public right-of-way and are proposed to be removed as part of the project. Nesting birds are protected under the Federal Migratory Bird Treaty Act (MBTA) (Title 33, United States Code, Section 703 et seq., see also Title 50, Code of Federal Regulation, Part 10) and Section 3503 of the California Department of Fish and Wildlife Code. Thus, the project applicant shall comply with the mitigation measures to ensure that no significant impacts to nesting birds or sensitive biological species or habitat would occur. Therefore, with mitigation, the impacts would be reduced to less than significant.</p>	IV-90
f.	NO IMPACT	<p>According to Biological Resources Areas Maps in the Los Angeles CEQA Thresholds Guide (2006), the project site is not designated as an Open Space/Habitat area, nor is it located in, or in the vicinity of a significant ecological area that may require protection. There are no relevant active ordinances protecting biological resources that may prevent this project from being approved at this time. No impacts to any indicated plans are anticipated.</p>	
V. CULTURAL RESOURCES			
a.	NO IMPACT	<p>The project site consists of three contiguous parcels, which are occupied by a vacant land. Thus, no listed historic resources would be impacted by the development of the site. There is no evidence to suggest that any historic resources would be impacted by the development of the site. Therefore, the Proposed Project would not cause an adverse impact on any historical</p>	

Impact?	Explanation	Mitigation Measures
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		resources, and no impact would occur.	
b.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if a known or unknown archaeological resource would be removed, altered, or destroyed as a result of the proposed development. Section 15064.5 of the State CEQA Guidelines defines significant archaeological resources as resources that meet the criteria for historical resources or resources that constitute unique archaeological resources. A project-related significant impact could occur if a project would significantly affect archaeological resources that fall under either of these categories. If archaeological resources are discovered during excavation, grading, or construction activities, work shall cease in the area of the find until a qualified archaeologist has evaluated the find in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Personnel of the proposed Modified Project shall not collect or move any archaeological materials and associated materials. Construction activity may continue unimpeded on other portions of the Project site. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Therefore, the impact would be less than significant.</p>	
c.	LESS THAN SIGNIFICANT IMPACT	<p>The subject site is currently vacant. The Proposed Project does not include subterranean parking garages and proposed parking will be located at-grade. According to the City of Los Angeles Environmental and Public Facilities Maps (1996), the project site and immediate surrounding areas do not contain any known paleontological resources. Although no paleontological resources are known to exist on site, there is a possibility that such resources exist at sub-surface levels on the project site and may be uncovered during excavation activities. If paleontological resources are discovered during excavation, grading, or construction, the City of Los Angeles Department of Building and Safety shall be notified immediately, and all work shall cease in the area of the find until a qualified paleontologist evaluates the find.</p>	

Impact?	Explanation	Mitigation Measures
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		Construction activity may continue unimpeded on other portions of the Project site. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Therefore, the impact would be less than significant.	
d.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if previously interred human remains would be disturbed during excavation of the project site. Human remains could be encountered during excavation and grading activities associated with the proposed project. While no formal cemeteries, other places of human interment, or burial grounds or sites are known to occur within the project area, there is always a possibility that human remains can be encountered during construction. If human remains are encountered unexpectedly during construction and grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to California Public Resources Code (PRC) Section 5097.98. If human remains of Native American origin are discovered during project construction, compliance with state laws, which fall within the jurisdiction of the Native American Heritage Commission (NAHC) (Public Resource Code Section 5097), relating to the disposition of Native American burials will be adhered to. Therefore, the impact would be less than significant.	
VI. GEOLOGY AND SOILS			
a.	LESS THAN SIGNIFICANT IMPACT	The project site is located approximately 3.41 km from the Newport-Inglewood Fault (ZIMAS) but is not located in an Alquist-Priolo Fault Zone (ZIMAS). Due to the intense seismic environment of Southern California, there is always a potential for blind thrust faults or otherwise unmapped faults that do not have a surface trace to be present. Environmental impacts to the safety of future occupants may result due to the project's location in an area of potential	

Impact?	Explanation	Mitigation Measures
	<p>seismic activity. However, the Proposed Project's design and construction are required to comply with the seismic safety requirements in the California Building Code (CBC) and the California Geological Survey Special Publication 117 (Guidelines for Evaluating and Mitigating Seismic Hazards in California (1997)), which provide guidance for evaluating and mitigating earthquake-related hazards as approved by the Los Angeles Department of Building and Safety. Therefore, impacts would be less than significant.</p>	
b.	<p>LESS THAN SIGNIFICANT IMPACT</p> <p>The project site is located approximately 3.41 km from the Newport-Inglewood Fault (ZIMAS) Fault (ZIMAS). Any development that occurs within the geographical boundaries of Southern California has the potential of exposing people and/or structures to potentially substantial adverse effects involving potential blind thrust faults, the rupture of known and/or unknown earthquake faults, or strong seismic ground shaking. The Proposed Project will be required to comply with the seismic safety requirements in the California Building Code (CBC) and the California Geologic Survey Special Publication 117 (Guidelines for Evaluating and Mitigating Seismic Hazards in California [1997]), which provide guidance for evaluating and mitigating earthquake-related hazards as approved by the Los Angeles Department of Building and Safety. Therefore, impacts would be less than significant.</p>	
c.	<p>LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED</p> <p>According to ZIMAS and the City's Environmental and Public Facilities Maps (1996), the project site is located within a liquefaction area. Liquefaction is a form of earthquake-induced ground failure that occurs primarily in relatively shallow, loose, granular, water-saturated soils. The project may expose people or structures to potential adverse effects related to liquefaction. The project shall comply with the Los Angeles Municipal Code Section 91.1803.5.11, 91.1803.5.12, and 91.7006.2 for Liquefaction Potential and Soil Strength Loss. Prior to the issuance of grading or building permits, the applicant shall submit a geotechnical report, prepared by a registered civil engineer or geotechnical engineer, to the</p>	<p>VI-20</p>

Impact?	Explanation	Mitigation Measures
	<p>Department of Building and Safety, for review and approval. The geotechnical report shall assess potential consequences of any liquefaction and soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Upon conforming to Regulatory Compliance Measure RC-GEO-4 (Liquefaction Area), impacts from the proposed project are expected to be less than significant.</p>	
d. NO IMPACT	<p>A project-related significant adverse effect may occur if the project is located in a hillside area with soil conditions that would suggest a high potential for sliding. The project site is relatively flat with a surface elevation difference of less than three feet across the project site. The ground surface above mean sea level ranges from 117.45 feet at the southeast corner and 118.65 feet at the northwest corner. In addition, the project site is not located within an area potentially susceptible to seismically induced landslides (ZIMAS). Therefore, the probability of landslides is considered to be very low, and no impact would occur.</p>	
e. LESS THAN SIGNIFICANT IMPACT	<p>The Construction of proposed project would result in ground surface disturbance during site clearance, excavation and grading, which could create the potential for soil erosion to occur. Site preparation would require removal of all vegetation, any unsuitable fill, and asphalt and concrete paving, exposing pervious surfaces to wind and rainfall. Construction activities would be performed in accordance with the requirements of the Los Angeles Building Code and the Los Angeles Regional Water Quality Control Board (LARWQBC) through the City's Stormwater Management Division. The proposed project would be required to develop a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP would require implementation of an erosion control plan to reduce the potential for wind or waterborne erosion during the construction process. Furthermore, all onsite grading and site preparation would comply with applicable provisions of</p>	

Impact?	Explanation	Mitigation Measures
	Chapter IX, Division 70 of the LAMC, and conditions imposed by the City of Los Angeles Department of Building and Safety. Therefore, a less than significant impact is expected.	
f.	<p>LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED</p> <p>According to ZIMAS and the City's Environmental and Public Facilities Maps (1996), the project site is located within a liquefaction area. Liquefaction is a form of earthquake-induced ground failure that occurs primarily in relatively shallow, loose, granular, water-saturated soils. The project shall comply with the Los Angeles Municipal Code Section 91.1803.5.11, 91.1803.5.12, and 91.7006.2 for Liquefaction Potential and Soil Strength Loss. Prior to the issuance of grading or building permits, the applicant shall submit a geotechnical report, prepared by a registered civil engineer or geotechnical engineer, to the Department of Building and Safety, for review and approval. The geotechnical report shall assess potential consequences of any liquefaction and soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Upon conforming to Regulatory Compliance Measure RC-GEO-4 (Liquefaction Area), impacts from the proposed project are expected to be less than significant.</p>	VI-20
g.	<p>LESS THAN SIGNIFICANT IMPACT</p> <p>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. Expansive soils have relatively high clay mineral and expand with the addition of water and shrink when dried, which can cause damage to overlying structures. The proposed project would be required to comply with the requirements of the UBC, LAMC, and other applicable building codes. Compliance with such requirements would reduce impacts related to expansive soils, and impacts would be less than significant.</p>	

Impact?	Explanation	Mitigation Measures
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h.	NO IMPACT	The project site is located in a developed area of the City of Los Angeles, which is served by a wastewater collection, conveyance, and treatment system operated by the City of Los Angeles. No septic tanks or alternative disposal systems neither are necessary, nor are they proposed. Thus, no impact would occur.	
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VII. GREEN HOUSE GAS EMISSIONS

a.	LESS THAN SIGNIFICANT IMPACT	The most common contributors to GHG emissions result from transportation and the consumption of fossil fuels. The project is expected to consume additional fossil fuel resources through electrical and natural gas usage, as well as generate additional mobile source emissions by introducing new vehicle trips. However, it is not possible to predict the impact on global climate change resulting from this specific and relatively small incremental increase in emissions due to the project's operation. Additionally, the proposed project does include features which will reduce the consumption of fossil fuels, such as compliance with the LA Green Building Program and the California Building Code, thereby reducing consumption of fossil fuels in vehicles. Therefore, the project is expected to have a less-than-significant impact on the effect of greenhouse gases on the environment.	
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 more opportunity for transit-oriented development. In addition, SB 743, adopted September 27, 2013, encourages land use and transportation planning decisions that reduce vehicle	

Impact?	Explanation	Mitigation Measures
	<p>miles traveled, which contribute to GHG emissions, as required by AB 32. The project would provide infill residential development approximately 150 feet from Crenshaw Boulevard and Adams Boulevard. There are several bus lines that run north and south on Crenshaw Boulevard which connects to the Exposition Rail Line. The Exposition/Crenshaw rail station is approximately 0.8 miles from the subject property. Proposed project would not interfere with SCAG's ability to implement the regional strategies outlined in the 2012-2035 RTP/SCS. The proposed project, therefore, would be consistent with statewide, regional and local goals and policies aimed at reducing GHG emissions and would result in a less-than-significant impact related to plans that target the reduction of GHG emissions.</p>	

VIII. HAZARDS AND HAZARDOUS MATERIALS

a.	LESS THAN SIGNIFICANT IMPACT	<p>The project proposes 54 residential units which would not result in the routine transport, use, or disposal of hazardous or explosive substances. No hazardous materials other than modest amounts of typical cleaning supplies, chemicals, and solvents used for housekeeping, janitorial, and landscaping purposes would routinely be transported to the site. The use of these substances would comply with State Health Codes and Regulations. Therefore, the Proposed Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. The project's impact would be less-than-significant.</p>	
b.	LESS THAN SIGNIFICANT IMPACT	<p>The project proposes to construct a five-story senior housing residential structure. The proposed uses are not anticipated to release significant amount of hazardous materials into the environment, as the project would not require the daily use of hazardous chemicals other than modest amounts of typical cleaning supplies and chemicals used for housekeeping, janitorial, and landscaping purposes. The subject property is currently vacant and no demolition of structures is being proposed as part of the project. Additionally, the project site is not located in a methane zone. Therefore, impacts would be less</p>	

Impact?	Explanation	Mitigation Measures
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		than significant.	
c.	LESS THAN SIGNIFICANT IMPACT	<p>The project site is located approximately 0.38 miles of Virginia Road Elementary School located at 2925 Virginia Road, Los Angeles, CA 90016. The operation and maintenance of the proposed residential will not emit hazardous or acutely hazardous materials, substances, or waste and would not require the daily use of hazardous chemicals other than modest amounts of typical cleaning supplies and chemicals used for housekeeping, janitorial, and landscaping purposes. The subject site is currently vacant and no demolition is required. Additionally, the project site is not located within a methane zone. Therefore, impacts would be less than significant.</p>	
d.	NO IMPACT	<p>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, the proposed project would not be located on a site that is included on a list of hazardous materials sites or create a significant hazard to the public or the environment, and no impact would occur.</p>	
e.	NO IMPACT	<p>The Proposed Project is not located within an airport hazard zone or in an airport land use plan (ZIMAS). The closest airports are the Santa Monica Airport, Burbank Airport, and Los Angeles International Airport. However, these airports are not located within two miles of the project site. Therefore, no impact would occur.</p>	
f.	NO IMPACT	<p>The project site is not located in the vicinity of a private airstrip. Therefore, no impact would occur.</p>	

Impact?	Explanation	Mitigation Measures
NO IMPACT	Development of the project site may require temporary and/or partial street closures due to construction activities. While such closures may cause temporary inconvenience, they would not be expected to substantially interfere with emergency response or evacuation plans. Furthermore, the Proposed Project would not cause permanent alterations to vehicular circulation routes and patterns, impede public access, or travel upon public rights-of-way. In addition, the Proposed Project will be required to meet all fire and safety requirements of the Department of Building and Safety, the Los Angeles Police Department, and the Los Angeles Fire Department. Therefore, the Proposed Project is not expected to interfere with any adopted emergency response plan or emergency evacuation plan. Therefore, no impacts would occur.	
NO IMPACT	The Proposed Project is not located in a Very High Fire Hazard Severity Zone (ZIMAS), Brush Fire Hazard Area, or Wildlife Fire Hazard Area (Environmental and Public Facilities Maps, 1996). In addition, the project site is located in a highly urbanized area of the City, and no wild lands or high fire hazard terrain exists within close proximity to the site. Therefore, no impacts would occur.	

IX. HYDROLOGY AND WATER QUALITY

a.	LESS THAN SIGNIFICANT IMPACT	Based upon the criteria established in the LA CEQA Thresholds Guide, a project would have a significant impact on surface water quality if discharges associated with the project would create pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code (CWC) or that cause regulatory standards to be violated, as defined in the applicable National Pollution Discharge Elimination System (NPDES) stormwater permit or Water Quality Control Plan for the receiving water body. Compliance with the NPDES and City of Los Angeles' discharge requirements would ensure that the construction of the Proposed Project would not violate any water quality standards or discharge requirements, or otherwise substantially degrade water quality. In addition, the Proposed Project would comply with LAMC Section 64.70 Stormwater and Urban Runoff Pollution Control, which sets forth requirements	
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Impact?	Explanation	Mitigation Measures
	<p>and prohibitions for dischargers and places of discharge to the storm drain system and the receiving waters. Furthermore, compliance with regulatory measures would reduce the project's construction-related water quality impacts to less than significant levels.</p>	
b. LESS THAN SIGNIFICANT IMPACT	<p>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 groundwater at the project site. Potable water would be supplied by the Los Angeles Department of Water and Power (LADWP), which draws its water supplies 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. No subterranean garages are being proposed and no excavation is being proposed at a depth that would result in the interception of existing aquifers or penetration of the existing water table. Therefore, the impact on groundwater supplies or groundwater recharge would be less than significant.</p>	
c. LESS THAN SIGNIFICANT IMPACT	<p>The Proposed Project does not contain any natural and/or significant drainage features such as streams or rivers. The project site is located in a highly developed and urbanized area in the City. The project site is currently vacant. Water runoff generated by the project will be carried into existing storm drains and discharged into the storm water runoff control. Although the project may, over time, cause minor erosion or siltation on- or off-site, it is not expected to result in any substantial quantities. In addition, the project will comply with LAMC Section 64.70 Stormwater and Urban Runoff Pollution Control, which sets forth requirements and prohibitions for dischargers and places of discharge to the storm drain system and the receiving waters. Compliance with regulatory mitigation measures would reduce potential impacts to a less-than-significant level.</p>	

Impact?	Explanation	Mitigation Measures
d.	LESS THAN SIGNIFICANT IMPACT The proposed site is currently vacant. With development of the Proposed Project, the project site would be covered with impermeable surfaces. Thus, no substantial increase in the rate or amount of surface runoff is expected to occur with project development. In addition, the project site has relatively flat topography and does not contain any natural and/or significant drainage features such as streams or rivers. Therefore, impacts will be less than significant.	
e.	LESS THAN SIGNIFICANT IMPACT The Proposed Project does not contain any natural and/or significant drainage features such as streams or rivers. The project site is located in a highly developed and urbanized area in the City. The project site is currently vacant. Water runoff generated by the project will continue to be carried into existing storm drains and discharged into the storm water runoff control. Therefore, the Proposed Project is not expected to contribute runoff water which would exceed the capacity of existing or planned stormwater drainage. In addition, the project will comply with LAMC Section 64.70 Stormwater and Urban Runoff Pollution Control, which sets forth requirements and prohibitions for dischargers and places of discharge to the storm drain system and the receiving waters. Therefore, Proposed Project would not 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 and potential impacts to surface water quality would be less than significant.	
f.	LESS THAN SIGNIFICANT IMPACT The project does not propose any long-term activities that would discharge into surface water bodies. Some pollutants common to urban areas, especially those related to automobiles, are contained in water runoff and may be carried into the storm drains and discharged into the storm water runoff control; these include oil, grease, metals and hydrocarbons from streets, parking lots, and driveways; dirt from unpaved areas; herbicides, pesticides, and fertilizer from landscaped areas; and animal waste. Grading and construction period may increase the potential to degrade water quality standards. However, the	

Impact?	Explanation	Mitigation Measures
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		project will comply with LAMC Section 64.70 Stormwater and Urban Runoff Pollution Control, which sets forth requirements and prohibitions for dischargers and places of discharge to the storm drain system and the receiving waters. Compliance with regulatory mitigation measures would mitigate potential impacts to a less-than-significant level.	
g.	NO IMPACT	A significant impact would occur if the proposed project would be located within a 100-year floodplain or would impede or redirect flood flows. According to the Safety Element of the City of Los Angeles General Plan Safety Element of the Los Angeles City General Plan, Critical Facilities and Lifeline Systems, Exhibit F, the project site is not located within a 100-year floodplain. Therefore, the proposed project would not be located in such areas, and no impacts would occur.	
h.	NO IMPACT	A significant impact would occur if the proposed project would be located within a 500-year floodplain or would impede or redirect flood flows. According to the Safety Element of the City of Los Angeles General Plan Safety Element of the Los Angeles City General Plan, Critical Facilities and Lifeline Systems, Exhibit F, the project site is not located within a 500-year floodplain. Therefore, the proposed project would not be located in such areas, and no impacts 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. The project site and the surrounding areas are not located within a flood hazard area. Accordingly, the proposed project would not expose people or structures to a significant risk of loss, injury, or death involving flooding. Therefore, the proposed project would have no impact related to flooding.	
j.	NO IMPACT	A significant impact would occur if the proposed project would be located within an area susceptible to inundation by seiche, tsunami, or mudflow. 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 from the down slope movement of soil	

Impact?	Explanation	Mitigation Measures
	and/or rock under the influence of gravity. The project site and the surrounding areas are not located near a water body to be inundated by seiche. Similarly, the project site and the surrounding areas are located approximately 10 miles east of the Pacific Ocean. Therefore, the project would have no impact related to inundation by seiche, tsunami, or mudflow.	
X. LAND 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 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 proposed project, the construction of new residential senior housing, infill development in an urbanized area in Los Angeles, would not divide an established community. Therefore, no impact would occur.	
b. LESS THAN SIGNIFICANT IMPACT	The site is currently zoned [Q]C2-1-O, which permits the proposed residential uses. 54 residential units will be developed on a 21,219-square-foot parcel with a base density of 400 square feet per dwelling unit. The project is requesting two on-menu Density Bonus incentives for an increase in Floor Area Ratio to 2.95:1 in lieu of 1.5:1; and an increase in building height to a maximum of 56 feet in lieu of 45 feet as set forth in the Crenshaw Corridor Specific Plan. The Proposed Project also seeks two off-menu Density Bonus incentives to reduce the required rear yard setback from 17 feet to 8 feet, and reduce the required side yard setback from 8 feet to zero (0) feet. The project site is within the West Adams - Baldwin Hills- Leimert Community Plan and Crenshaw Corridor Specific Plan area. The proposed project would conform to the allowable land uses pursuant to the Los Angeles Municipal Code. The decision makers will determine whether discretionary requests will conflict	

Impact?	Explanation	Mitigation Measures
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		with applicable plans/policies. Impacts related to land use have been mitigated elsewhere, or are addressed through compliance with existing regulations. Therefore, the impact would be less than significant	
c.	NO IMPACT	The project site and its vicinity are not part of any draft or adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Further, the project site is located in an urbanized area that is already fully developed with commercial and residential uses. Therefore, the Proposed Project would not have the potential to conflict with any applicable Habitat Conservation Plan or Natural Community Conservation Plan. Therefore, no impact would occur.	

XI. MINERAL RESOURCES

a.	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 project site is not classified by the City as containing significant mineral deposits nor is it designated for mineral extraction land use. Therefore, the proposed project would not result in the loss of availability of any known, regionally- or locally-valuable mineral resource, and 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 project site is not classified by the City as containing significant mineral deposits nor is it designated for mineral extraction land use. Therefore, the proposed project would not result in the loss of availability of any known, regionally- or locally-valuable mineral resource, and no impact would occur.	

XII. NOISE

a.	LESS THAN SIGNIFICANT IMPACT	The Proposed Project for the construction of a new senior housing building with 54 residential units is unlikely to result in new sources of noise which would exceed levels established in the General Plan or Municipal Code. The City of Los Angeles has established policies and regulations	
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Impact?	Explanation	Mitigation Measures
	<p>concerning the generation and control of noise that could adversely affect its citizens and noise-sensitive land uses. 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. Construction noise for the project will cause a temporary increase in the ambient noise levels, but will be subject to the LAMC Sections 112.05 (Maximum Noise Level of Powered Equipment or Powered Hand Tools) and 41.40 (Noise Due to Construction, Excavation Work – When Prohibited) regarding construction hours and construction equipment noise thresholds. Construction and demolition shall be restricted to the hours of 7:00 a.m. to 6:00 p.m. Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturday. The project shall comply with the City of Los Angeles General Plan Noise Element and Ordinance No. 161,574, which prohibits the emission of creation of noise beyond certain levels at adjacent uses unless technically infeasible.</p>	
b. LESS THAN SIGNIFICANT IMPACT	<p>Construction activities can generate varying degrees of vibration, depending on the construction procedures and the type of construction equipment used. The operation of construction equipment generates vibrations that spread through the ground and diminish with distance from the source. Unless heavy construction activities are conducted extremely close (within a few feet) to the neighboring structures, vibrations from construction activities rarely reach the levels that damage structures. By complying with regulations, the project would result in a less-than-significant impact related to construction vibration.</p>	
c. LESS THAN SIGNIFICANT IMPACT	<p>The Proposed Project involves the construction of 54 residential senior housing units. The project may result in a permanent increase in ambient noise levels from operational sources. However, the anticipated increase does not meet or exceed the impact threshold of 75 or more dwelling units; 100,000 square feet or greater of non-residential development;</p>	

Impact?	Explanation	Mitigation Measures
	<p>or have the potential to generate 1,000 or more average daily vehicle trips.</p> <p>Moreover, the project will comply with LAMC Chapter XI Noise Regulation, which will mitigate any unnecessary, excessive, and annoying noise from the Proposed Project. Therefore, the project's impact on permanent increase in ambient noise levels would be less than significant.</p>	
d. LESS THAN SIGNIFICANT IMPACT	<p>A temporary increase in noise levels is expected to occur during the grading and construction phase, due to the heavy construction equipment and related construction activity. The anticipated increase in noise level could be audible to the noise-sensitive uses in the project vicinity, including single- and multi-family residences located to the north and northeast of the project site. However, the duration of construction activities on the project site are expected to be short-term, and the project will comply with LAMC Section 41.40, which limits construction hours to Monday through Friday between 7:00 a.m. to 9:00 p.m. and Saturdays and National Holidays between 8:00 a.m. to 6:00 p.m. Therefore, temporary noise impacts from the Proposed Project would be less than significant.</p>	
e. NO IMPACT	<p>The Proposed Project is not located within an airport hazard zone or in an airport land use plan (ZIMAS). The closest airports are the Santa Monica Airport, Burbank Airport, and Los Angeles International Airport. However, these airports are not located within two miles of the project site. Therefore, no impact would occur.</p>	
f. NO IMPACT	<p>The project site is not located within the vicinity of a private airstrip. No impact would occur.</p>	
XIII. POPULATION AND HOUSING		
a. LESS THAN SIGNIFICANT IMPACT	<p>A potentially 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 54 residential units. The increase in residential population resulting from the proposed project would not be considered substantial in consideration of anticipated growth for the West Adams - Baldwin Hills – Leimert</p>	

Impact?	Explanation	Mitigation Measures
	Community Plan, and is within the Southern California Association of Governments' (SCAG) 2020 population projections for the City in their 2012-2035 Regional Transportation Plan. 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 proposed project would not induce substantial population growth in the project area, either directly or indirectly. The physical secondary or indirect impacts of population growth such as increased traffic or noise have been adequately mitigated in other portions of this document. Therefore, the impact would be less than significant.	
b. NO IMPACT	The project site is currently vacant and no demolition of structures is being proposed. The Proposed Project will create 54 new residential units on the project site, of which 53 units are for Very-Low and Low Income households. Therefore, the project would not displace substantial numbers of existing housing, and no impacts would occur.	
c. NO IMPACT	The project site is currently vacant and no demolition of structures is being proposed. The Proposed Project will create 54 new residential units on the project site, of which 53 units are for Very-Low and Low Income households. Moreover, the Proposed Project would not displace a substantial number of people nor would it necessitate the construction of replacement housing elsewhere. No impacts would occur.	

XIV. PUBLIC SERVICES

a. LESS THAN SIGNIFICANT IMPACT	LAFD considers fire protection services for a project adequate if a project is within the maximum response distance for the land use proposed. Pursuant to the L.A. CEQA Thresholds Guide, the maximum response distance between residential land uses and a LAFD fire station that houses an engine or truck company is 1.50 miles. The maximum response distance between regional commercial land uses and a LAFD fire station that houses an engine company is 1.00 miles and 1.50 for fire station that houses a truck company. The project proposes 54 residential units and the project site is served by the City of Los Angeles Fire	
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Impact?	Explanation	Mitigation Measures
	<p>Department (LAFD) Station 34, which is located at 3661 7th Avenue, approximately 0.93 miles to the southeast of the project site. This is below the threshold for the maximum response identified in the L.A. CEQA Thresholds Guide. In addition, the project site is not located in a Brush Fire Hazard Area, Wildfire Hazard Area, or Very High Fire Hazard Severity Zone and is not proposing to use, manufacture, or store toxic, readily-combustible, or otherwise hazardous materials. By increasing the number of dwelling units on the project site, the project may result in an increased demand for fire protection. The project will be required to meet all fire safety requirements of the Department of Building and Safety and LAFD. The proposed 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 proposed project would result in a less-than-significant impact.</p>	
<p>b. LESS THAN SIGNIFICANT IMPACT</p>	<p>The project site is served by the City of Los Angeles Police Department (LAPD) Southwest Community Police Station located at 1546 Martin Luther King Jr. Blvd., approximately 2.25 miles southeast of the project site. The proposed 54 new residential units are below the screening criteria of 75 dwelling units (L.A. CEQA Thresholds Guide). However, the Proposed Project's new residential units would result in an increase of net population and site visitors, thereby generating a potential increase in the number of service calls from the project site. Responses to thefts, vehicle burglaries and damage, traffic-related incidents, and crimes against persons would be anticipated to escalate as a result of the increased on-site activities and traffic on adjacent streets and arterials. Any increase in demands upon police services are anticipated to be relatively low and would not necessitate the construction of a new police station. Therefore, the proposed project would result in a less-than-significant impact related to police protection services.</p>	

Impact?	Explanation	Mitigation Measures
LESS THAN SIGNIFICANT IMPACT	The project proposes 54 new residential units which would increase the demands on existing schools. As authorized by Senate Bill 50 (Gov. Code, Section 65996), the applicant will be required to pay school impact fees to the Los Angeles Unified School District prior to the issuance of building permits to offset the project's demand upon local schools. Conformance to California Government Code Section 65995 is deemed to provide full and complete mitigation of impacts to school facilities. Therefore, the proposed project would result in a less-than-significant impact to public schools.	
LESS THAN SIGNIFICANT IMPACT	The Proposed Project has four parks and recreational facilities within close proximity to the site: Gladys Jean Wesson Park approximately 0.35 mile to the west of the site; Vineyard Recreation Center approximately 0.75 miles to the southwest of the site; Peace Awareness Labyrinth and Gardens approximately 0.62 miles east of the site; and Benny Potter West Adams Avenues Memorial Park approximately 0.78 miles northeast of the site. The project proposes 54 residential units which would increase the net population and demand for recreation and park services. However, the project will provide a 2,105 square feet central courtyard, a 1,400 square feet covered terrace, a 2,000 square feet community room, which would reduce the demand and physical impacts on existing parks. In addition, pursuant to LAMC Chapter II Article 1.10, the applicant will be required to pay the Dwelling Unit Construction Tax, which is collected prior to a certificate of occupancy for residential land uses. Therefore, the proposed 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. Accordingly, the proposed project would result in a less-than-significant impact on park facilities.	
LESS THAN SIGNIFICANT IMPACT	The LAPL branches currently serving the project site include: the Baldwin Hills Library, located at 2906 S. La Brea Avenue, approximately 1.12 miles southwest of the project site; the Jefferson Library, located at 2211 W.	

Impact?	Explanation	Mitigation Measures
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Jefferson Boulevard, approximately 0.95 miles southeast of the project site; and Washington Irving Library, located at 4117 W. Washington Boulevard, approximately 0.56 miles north of the project site. The project proposes 54 new residential units. The number of proposed residential units are below the threshold of 75 dwelling units pursuant to L.A. CEQA Thresholds guide. Therefore, the Proposed Project would not have significant impact on existing public libraries, and impacts upon library services would be less than significant.

XV. RECREATION

a. LESS THAN SIGNIFICANT IMPACT

The Proposed Project has four parks and recreational facilities within close proximity to the site: Gladys Jean Wesson Park approximately 0.35 mile to the west of the site; Vineyard Recreation Center approximately 0.75 miles to the southwest of the site; Peace Awareness Labyrinth and Gardens approximately 0.62 miles east of the site; and Benny Potter West Adams Avenues Memorial Park approximately 0.78 miles northeast of the site. The project proposes 54 residential units which would increase the net population and demand for recreation and park services. However, the project will provide on-site open space and recreation facilities including a 2,105 square feet central courtyard, a 1,400 square feet covered terrace, and a 2,000 square feet community room. These on-site amenities would reduce the impacts on the existing parks and recreation facilities. Furthermore, pursuant to LAMC Chapter II Article 1.10, the applicant will be required to pay the Dwelling Unit Construction Tax, which is collected prior to a certificate of occupancy for residential land uses. Compliance with the Section will reduce any potential impacts to existing neighborhood and regional parks or other recreational facilities to a less-than-significant level.

b. LESS THAN SIGNIFICANT IMPACT

The Proposed Project has four parks and recreational facilities within close proximity to the site: Gladys Jean Wesson Park approximately 0.35 mile to the west of the site; Vineyard Recreation Center approximately 0.75 miles to the southwest of the site; Peace Awareness Labyrinth and Gardens approximately 0.62 miles east of the site; and Benny Potter West

Impact?	Explanation	Mitigation Measures
	<p>Adams Avenues Memorial Park approximately 0.78 miles northeast of the site. The project proposes 54 residential units which would increase the net population and demand for recreation and park services. However, the project will provide on-site open space and recreation facilities including a 2,105 square feet central courtyard, a 1,400 square feet covered terrace, and a 2,000 square feet community room. These on-site amenities would reduce the impacts on the existing parks and recreation facilities.</p> <p>Furthermore, pursuant to LAMC Chapter II Article 1.10, the applicant will be required to pay the Dwelling Unit Construction Tax, which is collected prior to a certificate of occupancy for residential land uses. Compliance with the Section will reduce any potential impacts to existing neighborhood and regional parks or other recreational facilities to a less-than-significant level.</p>	

XVI. TRANSPORTATION/TRAFFIC

a.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact may occur if the project conflicts with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system.</p> <p>The project is the construction of a 54-unit senior apartment building on a vacant site. According to the Los Angeles Department of Transportation, the Proposed Project would result in net increase of 186 vehicular trips. The estimated trip generation is below the 500 daily trips thresholds for potentially significant impacts. Although the project will result in an increase in vehicular traffic, the increase is expected to have a less-than-significant impact on the existing applicable plan, ordinance, or policy.</p>	
b.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact may occur if the proposed project individually or cumulatively exceeded the service standards of the Los Angeles County Metropolitan Transportation Authority (Metro) Congestion Management Program (CMP). This program was created Statewide as a result of Proposition 111 and has been implemented locally by Metro. The CMP for Los Angeles County requires that the traffic impacts of individual development projects of potential regional significance</p>	

Impact?	Explanation	Mitigation Measures
	<p>be analyzed. Specific arterial roadways and all State highways comprise the CMP system, and a total of 164 intersections are identified for monitoring throughout Los Angeles County. The local CMP requires that all CMP monitoring intersections be analyzed where a project would likely add more than 50 trips during either the a.m. or p.m. peak hours. The project is the construction of a 54-unit senior apartment building on a site currently vacant site. According to the Los Angeles Department of Transportation, the Proposed Project would result in net increase of 186 vehicular trips. The estimated trip generation is below the 500 daily trips thresholds for potentially significant impacts. Although the project will result in an increase in vehicular traffic, the increase is expected to have a less-than-significant impact on an applicable congestion management program.</p>	
c. NO IMPACT	<p>A significant impact would occur if the proposed project would cause a change in air traffic patterns that would result in a substantial safety risk. The proposed project does not include an aviation component or include features that would interfere with air traffic patterns. Therefore, no impact would occur.</p>	
d. NO IMPACT	<p>A significant impact may occur if the Proposed Project includes new roadway design or introduces a new land use or features into an area with specific transportation requirements and characteristics that have not been previously experienced in that area, or if project site access or other features were designed in such a way as to create hazard conditions. The Proposed Project would not include unusual or hazardous design features. The Proposed Project will include new vehicular access driveways to the project site, and a parking driveway plan will be submitted to Los Angeles Department of Transportation (LADOT) for review. Moreover, LADOT anticipates the Proposed Project will have no impact.</p>	
e. LESS THAN SIGNIFICANT IMPACT	<p>The development of the Proposed Project may require temporary and/or partial street closures due to construction activities. However, any such closures would be short-term and would be coordinated with the Los Angeles</p>	

Impact?	Explanation	Mitigation Measures
	<p>Departments of Transportation, Building and Safety, and Public Works.</p> <p>Nonetheless, while such closures may cause temporary inconvenience, they would not be expected to substantially interfere with emergency response or evacuation plans. Additionally, the Proposed Project would be subject to the review requirements of the LAFD and LAPD to ensure that all access roads, driveways, and parking areas would remain accessible to emergency service vehicles. Therefore, the project will have a less-than-significant impact.</p>	
f.	<p>LESS THAN SIGNIFICANT IMPACT</p> <p>The Proposed Project would not require the disruption of public transportation services or the alteration of public transportation routes. Furthermore, the Proposed Project would not interfere with any bicycle routes. As the Proposed Project would not modify or conflict with any alternative transportation policies, plans, or programs. Therefore, impacts would be less than significant.</p>	
XVII. TRIBAL CULTURAL RESOURCES		
a.	<p>LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED</p> <p>Assembly Bill 52 (AB 52) established a formal consultation process for California Native American Tribes to identify potential significant impacts to Tribal Cultural Resources, as defined in Public Resources Code §21074, as part of CEQA. 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 writing to be notified of proposed projects. The Tribe must respond in writing within 30 days of the City's AB 52 notice. The Native American Heritage Commission (NAHC) provided a list of Native American groups and individuals who might have knowledge of the religious and/or cultural significance of resources that may be in and near the Project site. An informational letter was mailed to a total of ten (10) Tribes known to have resources in this area, on October 11, 2016, describing the Project and requesting any information regarding resources that may exist on or near the Project site. On October 26, 2016, one tribal</p>	<p>At least 30 days prior to the start of ground disturbance, the Applicant shall retain a Native American monitor listed on the Native American Heritage Commission contact list as traditionally and culturally affiliated with the project area to observe all ground disturbing activities (including but not limited to pavement removal, pot holing, auguring, boring, grading, excavation, and trenching). In the event that tribal cultural resources are encountered, the contractor shall immediately cease all work activities in the area (within approximately 50 feet) and notify the City of Los Angeles who will implement treatment measures identified during AB 52 consultation to reduce impacts to tribal cultural resources were they to occur as a result of a discovery. Construction shall not resume until treatment measure are implemented and concluded.</p>

Impact?	Explanation	Mitigation Measures
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		response was received from the Gabrieleno Band of Mission Indians – Kizh Nation, who requested for on-site monitor during any and all ground disturbances, including but not limited to pavement removal, pot-holing or auguring, boring, grading, excavation and trenching.	
b.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	<p>Assembly Bill 52 (AB 52) established a formal consultation process for California Native American Tribes to identify potential significant impacts to Tribal Cultural Resources, as defined in Public Resources Code §21074, as part of CEQA. 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 writing to be notified of proposed projects. The Tribe must respond in writing within 30 days of the City's AB 52 notice. The Native American Heritage Commission (NAHC) provided a list of Native American groups and individuals who might have knowledge of the religious and/or cultural significance of resources that may be in and near the Project site. An informational letter was mailed to a total of ten (10) Tribes known to have resources in this area, on October 11, 2016, describing the Project and requesting any information regarding resources that may exist on or near the Project site. On October 26, 2016, one tribal response was received from the Gabrieleno Band of Mission Indians – Kizh Nation, who requested for on-site monitor during any and all ground disturbances, including but not limited to pavement removal, pot-holing or auguring, boring, grading, excavation and trenching.</p>	<p>At least 30 days prior to the start of ground disturbance, the Applicant shall retain a Native American monitor listed on the Native American Heritage Commission contact list as traditionally and culturally affiliated with the project area to observe all ground disturbing activities (including but not limited to pavement removal, pot holing, auguring, boring, grading, excavation, and trenching). In the event that tribal cultural resources are encountered, the contractor shall immediately cease all work activities in the area (within approximately 50 feet) and notify the City of Los Angeles who will implement treatment measures identified during AB 52 consultation to reduce impacts to tribal cultural resources were they to occur as a result of a discovery. Construction shall not resume until treatment measure are implemented and concluded.</p>

XVIII. UTILITIES AND SERVICE SYSTEMS

a.	LESS THAN SIGNIFICANT IMPACT	<p>Wastewater from the project site is conveyed via municipal sewage infrastructure maintained by the City of Los Angeles Bureau of Sanitation to the Hyperion Treatment Plant (HTP). The HTP is a public facility and therefore is subject to the State's wastewater treatment requirements. Wastewater from</p>	
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Impact?	Explanation	Mitigation Measures
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		the project site is and would continue to be treated according to the wastewater treatment requirements enforced by the Los Angeles Regional Water Quality Control Board (RWQCB). Therefore, impacts related to wastewater treatment requirements would be less than significant.	
b.	LESS THAN SIGNIFICANT IMPACT	A significant impact would 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. The Los Angeles Department of Water and Power (LADWP) conducts water planning based on forecast population growth. The addition of 54 units as a result of the proposed project would be consistent with Citywide growth, and, therefore, the project demand for 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 2015 Urban Water Management Plan. Prior to any construction activities, the project applicant would be required to coordinate with the City of Los Angeles Bureau of Sanitation (BOS) to determine the exact wastewater conveyance requirements of the proposed project, and any upgrades to the wastewater lines in the vicinity of the project site that are needed to adequately serve the proposed project would be undertaken as part of the project. Therefore, the proposed project would have a less-than-significant impact related to water or wastewater infrastructure.	
c.	LESS THAN SIGNIFICANT IMPACT	Storm drain facilities are maintained by the City of Los Angeles Department of Public Works, Bureau of Sanitation. Runoff from the project site is collected by storm water drainage inlets on Adams Boulevard and Bronson Avenue. The project site is currently vacant with no existing structures. The Proposed Project includes development of a senior housing residential structure containing 54 residential units. Runoff from the project site would drain to the existing storm drain inlets in the area surrounding the project site. Therefore, impacts related to storm drains would be less than	

Impact?	Explanation	Mitigation Measures
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		significant.	
d.	LESS THAN SIGNIFICANT IMPACT	<p>The proposed residential project with 54 apartment units is expected to create a new demand for water. The construction, use, and maintenance of the residence and multiple landscaped areas are expected to have the potential to contribute to impacts on existing water supplies for the area. However, the project will comply with the City's Landscape and Water Management Ordinance No. 170,978. Moreover, the Proposed Project will also comply with LAMC Chapter XII Article II Water Closet, Urinal and Showerhead Regulations and Article V Water Efficiency Requirements, which imposes requirements and standards for the construction of new buildings and existing buildings to minimize the effect of any water shortages in the City. These sections establish water efficiency standards for plumbing fixtures including high efficiency appliances, toilets and urinals, faucets, and single-pass cooling equipment. Compliance with the City's water conservation regulation measures is expected to reduce the potential impacts to a less-than-significant level.</p>	
e.	LESS THAN SIGNIFICANT IMPACT	<p>The Proposed Project is the development of a residential building with 54 senior housing apartment units. Based on 54 residential units and the sewage generation factors listed in the L.A. CEQA Thresholds Guide Exhibit M.2-12, the Proposed Project would generate wastewater treatment demand for approximately 6,520 gallons per day (gpd). The project's estimated demand of 6,520 gpd of wastewater treatment demand surpasses the significance threshold of 4,000 gpd. However, the flow will be mitigated by the compliance of regulatory measures. Therefore, impacts are anticipated to be less than significant.</p>	
f.	LESS THAN SIGNIFICANT IMPACT	<p>Solid waste generated within the City of Los Angeles is disposed of at privately owned landfill facilities throughout Los Angeles County. Existing land uses within the City of Los Angeles are served by the Sunshine Canyon Landfill and the Chiquita Canyon Landfill. The proposed 54 residential senior housing units is expected to generate approximately 660 pounds of solid waste per day, or approximately 4,623 pounds per week,</p>	

Impact?	Explanation	Mitigation Measures
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		<p>which is well below the threshold of five tons per week (L.A. CEQA Thresholds Guide, 2006). The waste produced by the long-term use of the property will be typical of residential uses and would not create a special need for disposal of hazardous materials. Therefore, the long-term impacts of the Proposed Project are considered less than significant. However, potentially significant impacts may occur during the construction phase of the project. Demolition and construction activities associated with development of the Proposed Project would generate construction debris and solid waste that would need to be disposed of at landfills. In addition, many of the building materials used during the construction process are considered hazardous and are not safe to be disposed of in a landfill; therefore, appropriate precautions must be taken to ensure proper disposal. Compliance with regulatory measures would reduce the impacts to a less-than-significant level.</p>	
g.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact may occur if a project would generate solid waste that was not disposed of in accordance with applicable regulations. Solid waste generated on-site by the Proposed Project would be disposed of in accordance with all applicable federal, state, and local regulations related to solid waste, such as the California Integrated Solid Waste Management (ISWM) Act (also known as AB 939). The amount of project-related waste disposed of at area landfills would be reduced through recycling and waste diversion programs implemented by the City, in accordance with the City's Solid Waste Management Policy Plan (CiSWMPP), which is the long-range solid waste management policy for the City, and the Source Reduction and Recycling Element (SRRE), which is the strategic action policy plan for diverting solid waste from landfills. The project would also comply with applicable regulatory measures, including the provisions of City of Los Angeles Ordinance No. 171,687 with regard to all new development: the provision of permanent, clearly marked, durable source sorted bins to facilitate the separation and deposit of recyclable materials; implementation of a demolition and construction debris recycling plan, with the explicit intent of requiring</p>	

Impact?	Explanation	Mitigation Measures
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recycling during all phases of site preparation and building construction. With the implementation of the regulatory measures, waste generated by the project would not significantly alter the projected timeline for landfills within the region to reach capacity. As the Proposed Project would comply with local, State and federal regulations, no impact with respect to these regulations would occur. Compliance with regulatory measures will reduce the impact on landfills.

XIX. MANDATORY FINDINGS OF SIGNIFICANCE

a.	LESS THAN SIGNIFICANT IMPACT	The project proposes to construct 54 residential senior housing units on a site that is currently vacant. Based on the preceding discussion, the project would neither degrade the quality of the environment nor affect any endangered fauna or flora. Because of the highly urbanized nature of the project site and the surrounding area, the project would not impact the habitat or population level of fish or wildlife species, nor would it threaten a plant or animal. Potential impacts related to archaeological and paleontological resources would be reduced to less-than-significant levels with implementation of the recommended mitigation measures, and impacts to potential historic resources would not be significant.	
b.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	The Proposed Project could contribute to cumulative effects of past, current and probable future projects occurring within the project area. However, based on the preceding discussion, potential impacts related to project implementation would be not significant or less than significant with the project's compliance with applicable codes/ordinances or other required regulations in the areas of Aesthetics, Agriculture/Forestry Resources, Air Quality, Biological Resources, Cultural Resources, Geology/Soils, Greenhouse Gas Emissions, Hazards/Hazardous Materials, Hydrology/Water Quality, Land Use/Planning, Mineral Resources, Noise, Population/Housing, Public Services, Recreation, Transportation/Traffic, and Utilities/Service Systems. Impacts would be site-specific and, therefore, would not contribute to cumulative	XIX-10, XIX-20, XIX-30

Impact?	Explanation	Mitigation Measures
	<p>impacts. Related projects in the project area would be required to incorporate mitigation measures to reduce their impacts to a less-than-significant level, similar to the requirements for the project. As the mitigation measures would reduce all of the potential environmental impacts of the Proposed Project to a less-than-significant level, cumulative impacts would be less than significant.</p>	
c. LESS THAN SIGNIFICANT IMPACT	<p>Based on the preceding discussion, impacts would be less than significant with mitigation and the project's compliance with applicable codes/ordinances or other required regulations. The Proposed Project would, therefore, not have environmental effects, which will cause significant adverse effects on human beings, either directly or indirectly.</p>	

Air Quality & Greenhouse Gas Technical Report
Adams Terrace Senior Housing Project
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Appendices

Appendix A:	Air Quality Calculations
Appendix B:	Greenhouse Gas Calculations

1.0 INTRODUCTION

The purpose of this report is to examine the degree to which the Project may result in significant environmental impacts with respect to air quality and greenhouse gas (GHG) emissions. Both short-term construction emissions occurring from activities such as site grading and haul truck trips, and long-term effects related to the ongoing operation of the Project are discussed in this report. The potential for the Project to conflict with or obstruct implementation of the applicable air quality plan, to violate an adopted air quality standard or contribute substantially to an existing or projected air quality violation, to result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is designated to be in non-attainment, to expose sensitive receptors to substantial pollutant concentrations, or to create objectionable odors affecting a substantial number of people are discussed herein.

2.0 PROJECT OVERVIEW

The Project Site is located at 4347 Adams Boulevard in the West Adams - Baldwin Hills – Leimert Community Plan area of the City of Los Angeles (“City”). The site is approximately 21,219 square feet (0.49 acres) and is currently vacant. The Project includes the construction and operation of a 54-unit senior affordable housing development with 30 at-grade parking spaces. This analysis assumes the Project will be operational in the year 2019.

The vicinity of the Project Site is defined by the commercial spines of Adams Boulevard, Crenshaw Boulevard, and Jefferson Boulevard. As the Project Site’s “General Commercial” General Plan Designation suggests, the main thoroughfares are primarily developed with commercial establishments, as well as some multi-family developments. The streets behind and between the commercial boulevards are comprised of large and small multi-family housing and single-family housing. The Expo/Crenshaw Rail Station is approximately 0.8 miles from the Project Site.

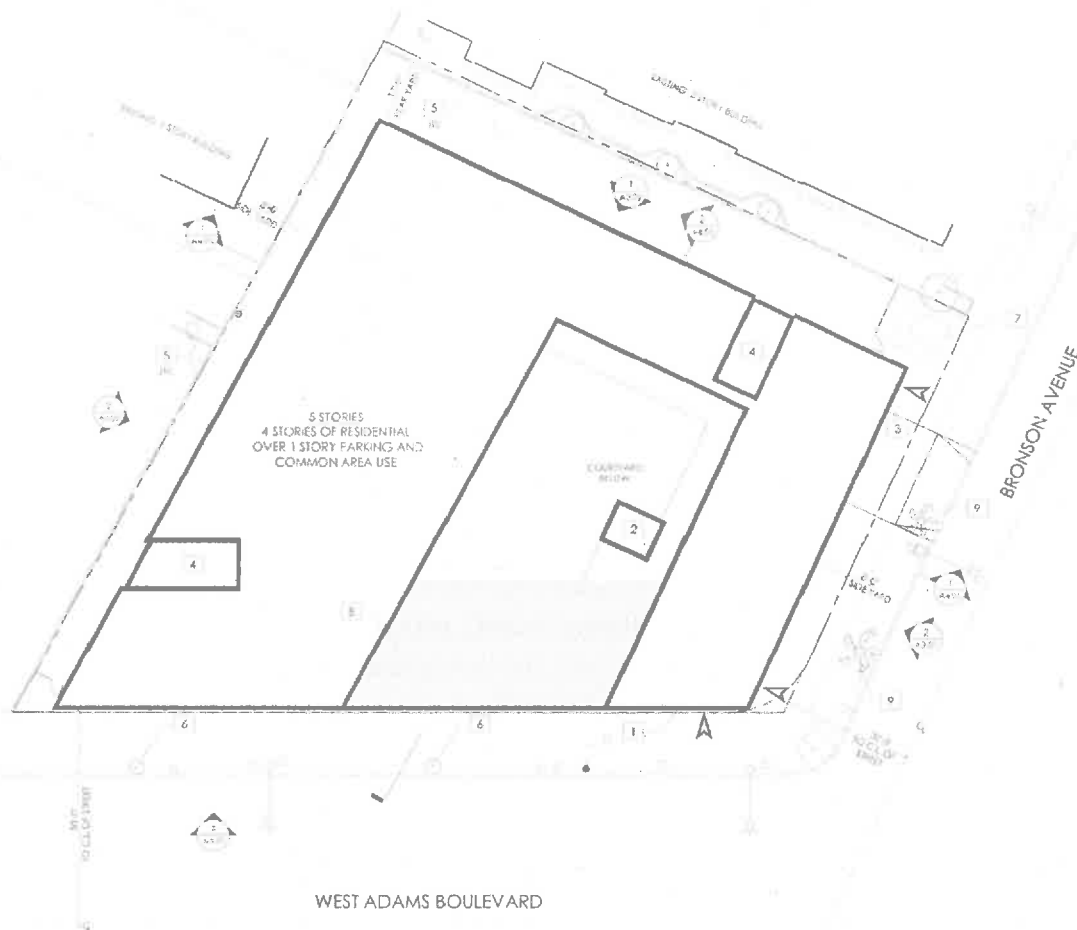


 Project Site 

Aerial Source: Google Earth, October 2016.



Figure 1
Aerial Photograph of the Project Site



Source: Abode Communities Architecture, 9/30/16.

3.0 AIR QUALITY ANALYSIS

Consistent with Appendix G of the State CEQA Guidelines, a significant impact may occur if a project would:

- a) Conflict with or obstruct implementation of the applicable air quality plan;
- b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation;
- c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment 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; and/or
- e) Create objectionable odors affecting a substantial number of people.

a) A significant air quality impact may occur if a project is not consistent with the applicable Air Quality Management Plan (AQMP), or would in some way represent a substantial hindrance to employing the policies, or obtaining the goals, of that plan.

The SCAQMD is directly responsible for reducing emissions from stationary (area and point), mobile, and indirect sources to meet federal and State ambient air quality standards. It has responded to this requirement by preparing a series of Air Quality Management Plans (AQMPs). The most recent of these was adopted by the Governing Board of the SCAQMD on December 7, 2012.¹ This AQMP, referred to as the 2012 AQMP, was prepared to comply with the federal and State Clean Air Acts and amendments, to accommodate growth, to reduce the high levels of pollutants in the Basin, to meet federal and State air quality standards, and to minimize the fiscal impact that pollution control measures have on the local economy. The 2012 AQMP identifies the control measures that will be implemented over a 20-year horizon to reduce major sources of pollutants. Implementation of control measures established in the previous AQMPs has substantially decreased the population's exposure to unhealthful levels of pollutants, even while substantial population growth has occurred within the Basin. The future air quality levels projected in the 2012 AQMP are based on several assumptions. For example, the SCAQMD assumes that general new development within the Basin will occur in accordance with population growth and transportation projections identified by the Southern California Association of Governments (SCAG) in its Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The 2012 AQMP also assumes that general development projects will include strategies (mitigation measures) to reduce emissions generated during construction and operation in accordance with SCAQMD and local jurisdiction regulations which are designed to address air quality impacts and pollution control measures.

¹ The Draft 2016 AQMP was published on June 30, 2016 and public hearings are scheduled for November 2016.

For general development projects, the SCAQMD recommends that consistency with the current AQMP be determined by comparing the population generated by the project to the population projections used in the development of the AQMP. Projects that are consistent with SCAG's applicable growth projections would not interfere with air quality attainment because this growth is included in the projections utilized in the formulation of the 2012 AQMP. As such, projects, uses, and activities that are consistent with the applicable assumptions used in the development of the AQMP would not jeopardize attainment of the air quality levels identified in the AQMP, even if they exceed the SCAQMD's recommended daily emissions thresholds. It is assumed that the proposed project would comply with all SCAQMD rules and regulations that are in effect at the time of development and that are applicable to the project; the project applicant is not requesting any exemptions from the currently adopted or proposed rules.

The Project includes the construction and operation of a 54-unit senior affordable housing development with 30 at-grade parking spaces on a currently vacant site. As part of its comprehensive planning process for the Southern California region, SCAG has divided its jurisdiction into 14 subregions. The project site is located within the City of Los Angeles subregion, which includes all areas within the boundaries of the City of Los Angeles. The City of Los Angeles housing for 2012 was 1,418,581 total residential units.² SCAG's Draft Local Profile Report estimates 2014 housing as 1,432,553 residences, a 1.0 percent increase.³ The Project's increase in 54 units would constitute less than 0.4 percent of the 2014 estimate for the citywide housing inventory. Thus, the Project's relatively small increase in housing would not have the potential to conflict with the regional growth projections for the Los Angeles subregion. In addition, and further discussed herein, the Project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. Thus, the Project would not impair implementation of the AQMP, and this impact would be less than significant.

b) A project may have a significant impact if project-related emissions would exceed federal, state, or regional standards or thresholds, or if project-related emissions would substantially contribute to an existing or projected air quality violation. The Project Site is located in the South Coast Air Basin (Basin). The South Coast Air Quality Management District (SCAQMD) is the air pollution control agency for the Basin. To address potential impacts from construction and operational activities, the SCAQMD currently recommends that impacts from projects with mass daily emissions that exceed any of the thresholds outlined in Table 1, SCAQMD Thresholds of Significance, be considered significant. The City defers to these thresholds for the evaluation of construction and operational air quality impacts.

² SCAG, *Profile of the City of Los Angeles*; <http://www.scag.ca.gov/Documents/LosAngeles.pdf>.

³ SCAG, *(DRAFT) Profile of the City of Los Angeles*; <http://www.scag.ca.gov/DataAndTools/Documents/Draft2015LP/LosAngeles.pdf>

Table 1
SCAQMD Thresholds of Significance

Pollutant	Construction Thresholds (lbs/day)	Operational Thresholds (lbs/day)
Volatile Organic Compounds (VOC)	75	55
Nitrogen Oxides (NO _x)	100	55
Carbon Monoxide (CO)	550	550
Sulfur Oxides (SO _x)	150	150
Particulate Matter (PM ₁₀)	150	150
Fine Particulate Matter (PM _{2.5})	55	55
<i>Note: lbs = pounds.</i> <i>Source: SCAQMD CEQA Handbook (SCAQMD, 1993), SCAQMD Air Quality Significance Thresholds, website: http://aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2; accessed October 2016.</i>		

Regional Construction Emissions

For purposes of analyzing impacts associated with air quality, this analysis assumes a construction schedule of approximately 15 months. This assumption is conservative and yields the maximum daily impacts. Construction activities associated with the Proposed Project would be undertaken in two main steps: (1) grading/foundation preparation, and (2) building construction.

The Project Site is vacant and demolition would not be required. Grading and foundation preparation would occur for approximately one month and this analysis assumes cut and fill activities would balance soil on-site. Building construction would occur for approximately 14 months and would include the construction of the proposed structure, connection of utilities, laying irrigation for landscaping, architectural coatings, and landscaping the Project Site.

These construction activities would temporarily create emissions of dusts, fumes, equipment exhaust, and other air contaminants. Construction activities involving grading and site preparation would primarily generate PM_{2.5} and PM₁₀ emissions. Mobile sources (such as diesel-fueled equipment onsite and traveling to and from the Project Site) would primarily generate NO_x emissions. The application of architectural coatings would primarily result in the release of ROG emissions. The amount of emissions generated on a daily basis would vary, depending on the amount and types of construction activities occurring at the same time. The analysis of daily construction emissions has been prepared utilizing the California Emissions Estimator Model (CalEEMod 2013.2.2) recommended by the SCAQMD. Due to the construction time frame and the normal day-to-day variability in construction activities, it is difficult, if not impossible, to precisely quantify the daily emissions associated with each phase of the proposed construction activities. Nonetheless, Table 2, Estimated Peak Daily Construction Emissions, identifies daily emissions that are estimated to occur on peak construction days for each construction phase.

Table 2
Estimated Peak Daily Construction Emissions

Emissions Source	Emissions in Pounds per Day					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Grading/Foundation Phase						
Fugitive Dust	--	--	--	--	0.35	0.19
Off-Road Diesel Equipment	1.20	10.48	8.58	0.01	0.73	0.69
Worker Trips	0.05	0.06	0.59	0.01	0.11	0.03
Total Emissions	1.25	10.54	9.17	0.02	1.19	0.91
SCAQMD Thresholds	75.00	100.00	550.00	150.00	150.00	55.00
Significant Impact?	No	No	No	No	No	No
Building Construction Phase						
Building Construction Off-Road Diesel Equipment	1.27	12.67	8.04	0.01	0.86	0.79
Building Construction Vendor Trips	0.07	0.65	0.94	0.01	0.06	0.02
Building Construction Worker Trips	0.18	0.25	2.59	0.01	0.50	0.13
Architectural Coatings	9.50	--	--	--	--	--
Architectural Coating Off-Road Diesel Equipment	0.30	2.01	1.85	0.01	0.15	0.13
Architectural Coatings Worker Trips	0.03	0.05	0.48	0.01	0.10	0.03
Total Emissions	11.35	15.63	13.90	0.05	1.67	1.10
SCAQMD Thresholds	75.00	100.00	550.00	150.00	150.00	55.00
Significant Impact?	No	No	No	No	No	No
<i>Note: Calculations assume compliance with SCAQMD Rule 403 – Fugitive Dust. Calculation sheets are provided in Appendix A to this report.</i>						

These calculations assume that appropriate dust control measures would be implemented as part of the project during each phase of development, as required by SCAQMD Rule 403 - Fugitive Dust. Specific Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes (up to two times per day), applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project Site, and maintaining effective cover over exposed areas. As shown in Table 2, construction-related daily emissions associated with the project would not exceed any regional SCAQMD significance thresholds for criteria pollutants during the construction phases. Therefore, regional construction impacts are considered to be less than significant.

Regional Operational Emissions

The Project includes the construction and operation of a 54-unit senior affordable housing development with 30 at-grade parking spaces on a currently vacant site. Operational emissions generated by area sources, motor vehicles and energy demand would result from normal day-to-day activities of the Project. The analysis of daily operational emissions associated with the project has been prepared utilizing CalEEMod 2013.2.2 recommended by the SCAQMD. The results of these calculations are presented in Table 3, Estimated Daily Operational Emissions. As shown, the operational emissions generated by the Project would not exceed the regional thresholds of significance set by the SCAQMD. Therefore, impacts associated with regional operational emissions from the Project would be less than significant.

Table 3
Estimated Daily Operational Emissions

Emissions Source	Emissions in Pounds per Day					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summertime (Smog Season) Emissions						
Area Sources	1.83	0.05	4.49	<0.01	0.09	0.09
Energy Demand	<0.01	0.08	0.03	<0.01	<0.01	<0.01
Mobile (Motor Vehicles)	1.22	3.62	14.37	0.04	2.87	0.80
Total Project Emissions	3.05	3.74	18.88	0.04	2.96	0.90
SCAQMD Thresholds	55.00	55.00	550.00	150.00	150.00	55.00
Potentially Significant Impact?	No	No	No	No	No	No
Wintertime (Non-Smog Season) Emissions						
Area Sources	1.83	0.05	4.49	<0.01	0.09	0.09
Energy Demand	<0.01	0.08	0.03	<0.01	<0.01	<0.01
Mobile (Motor Vehicles)	1.27	3.81	14.35	0.04	2.87	0.81
Total Project Emissions	3.11	3.93	18.87	0.04	2.96	0.90
SCAQMD Thresholds	55.00	55.00	550.00	150.00	150.00	55.00
Potentially Significant Impact?	No	No	No	No	No	No
<i>Note: Column totals may not add due to rounding from the model results. Calculation sheets provided in Appendix A to this report.</i>						

c) A significant impact may occur if a project would add a considerable cumulative contribution to federal or State non-attainment pollutant. Because the South Coast Air Basin is currently in nonattainment for ozone, nitrogen dioxide (NO₂), PM₁₀ and PM_{2.5}, related projects may exceed an air quality standard or contribute to an existing or projected air quality exceedance. With respect to determining the significance of the Project contribution, the SCAQMD neither recommends quantified analyses of construction and/or operational emissions from multiple development projects nor provides methodologies or thresholds of significance to be used to assess the cumulative emissions generated by multiple cumulative projects. Instead, the SCAQMD recommends that a project's potential contribution to cumulative impacts be assessed utilizing the same significance criteria as those for project specific impacts. Furthermore, the SCAQMD states that if an individual development project generates less-than-significant construction or

operational emissions impacts, then the development project would not contribute to a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment.

As discussed above, the mass daily construction and operational emissions generated by the Project would not exceed any of thresholds of significance recommended by the SCAQMD. Also, as discussed below, localized emissions generated by the Project would not exceed the SCAQMD's Localized Significance Thresholds (LSTs). Therefore, the Project would not contribute a cumulatively considerable increase in emissions for the pollutants which the Basin is in nonattainment. Thus, cumulative air quality impacts associated with the Project would be less than significant.

d) A significant impact may occur if a project were to generate pollutant concentrations to a degree that would significantly affect sensitive receptors. Land uses that are considered more sensitive to changes in air quality than others are referred to as sensitive receptors. Land uses such as primary and secondary schools, hospitals, and convalescent homes are considered to be sensitive to poor air quality because the very young, the old, and the infirm are more susceptible to respiratory infections and other air quality-related health problems than the general public. Residential uses are considered sensitive because people in residential areas are often at home for extended periods of time, so they could be exposed to pollutants for extended periods. Recreational areas are considered moderately sensitive to poor air quality because vigorous exercise associated with recreation places a high demand on the human respiratory function. The nearest sensitive receptors to the Project Site are adjacent residential uses to the north and west.

Localized Emissions

Emissions from construction activities have the potential to generate localized emissions that may expose sensitive receptors to harmful pollutant concentrations. The SCAQMD has developed localized significance threshold (LST) look-up tables for project sites that are one, two, and five acres in size to simplify the evaluation of localized emissions at small sites. LSTs are provided for each Source Receptor Area (SRA) and various distances from the source of emissions.

In the case of this analysis, the Project Site is located within SRA 1 covering the Central Los Angeles area. The nearest sensitive receptors to the Project Site are adjacent residential uses. The closest receptor distance in the SCAQMD's mass rate look-up tables is 25 meters. Projects that are located closer than 25 meters to the nearest receptor are directed to use the LSTs for receptors located within 25 meters. As mentioned previously, the Project Site is 0.49 acres in size. Therefore, consistent with SCAQMD recommendations and to present a conservative analysis, the LSTs for a one-acre site in SRA 1 with receptors located within 25 meters have been used to address the potential localized NO_x, CO, PM₁₀, and PM_{2.5} emissions to the area surrounding the Project Site.

As shown in Table 4, Localized On-Site Peak Daily Construction Emissions, peak daily emissions generated within the Project Site during construction activities for each phase would not exceed the applicable

construction LSTs for a one-acre site in SRA 1. Therefore, localized air quality impacts from Project construction activities on the off-site sensitive receptors would be less than significant.

Table 4
Localized On-Site Peak Daily Construction Emissions

Construction Phase ^a	Total On-site Emissions (Pounds per Day)			
	NO _x ^b	CO	PM ₁₀	PM _{2.5}
Grading/Foundation Emissions	10.48	8.58	1.08	0.88
SCAQMD Localized Thresholds	74.00	680.00	5.00	3.00
Potentially Significant Impact?	No	No	No	No
Building Construction Emissions	14.68	9.89	1.01	0.92
SCAQMD Localized Thresholds	74.00	680.00	5.00	3.00
Potentially Significant Impact?	No	No	No	No
<i>Note: Calculations assume compliance with SCAQMD Rule 403 – Fugitive Dust. Building construction emissions include architectural coatings.</i> ^a The Project Site is 0.49 acres. Consistent with SCAQMD recommendations, the localized thresholds for all phases are based on a one-acre site with a receptor distance of 25 meters (82 feet) in SCAQMD's SRA 1. ^b The localized thresholds listed for NO _x in this table takes into consideration the gradual conversion of NO _x to NO ₂ , and are provided in the mass rate look-up tables in the "Final Localized Significance Threshold Methodology" document prepared by the SCAQMD. As discussed previously, the analysis of localized air quality impacts associated with NO _x emissions is focused on NO ₂ levels as they are associated with adverse health effects. Calculation sheets are provided in Appendix A to this report.				

With regard to localized emissions from motor vehicle travel, traffic congested roadways and intersections have the potential to generate localized high levels of carbon monoxide (CO). The SCAQMD suggests conducting a CO hotspots analysis for any intersection where a project would worsen the Level of Service (LOS) from A-C to any level below C, and for any intersection rated D or worse where the project would increase the V/C ratio by two percent or more. Based on the Project's relatively small net increase of 54 units, the Project would not have the potential to meet the SCAQMD criteria at any of the intersections in the Project vicinity. It should also be noted that the maximum 1-hour CO concentration measured in 2014 (most current data year available) for SRA 1 was 3.0 ppm and the maximum 8-hour CO concentration measured in 2014 for SRA 1 was 2.0 ppm. These concentrations are substantially below the state's 20 ppm 1-hour standard and the state's 9 ppm 8-hour standard. Therefore, the Project would not have the potential to cause or contribute to an exceedance of the California one-hour or eight-hour CO standards of 20 or 9 ppm, respectively; or generate an incremental increase equal to or greater than 1.0 ppm for the California one-hour CO standard, or 0.45 ppm for the eight-hour CO standard at any local intersection. Therefore, impacts with respect to localized CO concentrations would be less than significant.

Toxic Air Contaminants (TAC)

As the Project consists of residences, the Project would not include any land uses that would involve the use, storage, or processing of carcinogenic or non-carcinogenic toxic air contaminants and no toxic airborne emissions would typically result from Project implementation. In addition, construction activities

associated with the Project would be typical of other development projects in the City, and would be subject to the regulations and laws relating to toxic air pollutants at the regional, State, and federal level that would protect sensitive receptors from substantial concentrations of these emissions. Therefore, impacts associated with the release of toxic air contaminants would be less than significant.

e) A project-related significant adverse effect could occur if construction or operation of the proposed project would result in generation of odors that would be perceptible in adjacent sensitive areas. According to the SCAQMD *CEQA Air Quality Handbook*, land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies and fiberglass molding. The Project involves the construction and operation of residences, which is not typically associated with odor complaints. Potential sources that may emit odors during construction activities include equipment exhaust. Odors from these sources would be localized and generally confined to the immediate area surrounding the Project. The Project would use typical construction techniques, and the odors would be typical of most construction sites and temporary in nature. As the Project involves no operational elements related to industrial projects, no long-term operational objectionable odors are anticipated. Therefore, potential impacts associated with objectionable odors would be less than significant.

Cumulative Impacts

As discussed in Question (c) above, a significant impact may occur if a project would add a considerable cumulative contribution to federal or State non-attainment pollutant. Because the South Coast Air Basin is currently in nonattainment for ozone, nitrogen dioxide (NO₂), PM₁₀ and PM_{2.5}, related projects may exceed an air quality standard or contribute to an existing or projected air quality exceedance. With respect to determining the significance of the proposed project contribution, the SCAQMD neither recommends quantified analyses of construction and/or operational emissions from multiple development projects nor provides methodologies or thresholds of significance to be used to assess the cumulative emissions generated by multiple cumulative projects. Instead, the SCAQMD recommends that a project's potential contribution to cumulative impacts be assessed utilizing the same significance criteria as those for project specific impacts. Furthermore, the SCAQMD states that if an individual development project generates less-than-significant construction or operational emissions impacts, then the development project would not contribute to a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment.

As discussed above, the mass daily construction and operational emissions generated by the project would not exceed any of thresholds of significance recommended by the SCAQMD. Also, localized emissions generated by the project would not exceed the SCAQMD's Localized Significance Thresholds (LSTs). Therefore, the project would not contribute a cumulatively considerable increase in emissions for the pollutants which the Basin is in nonattainment. Thus, cumulative air quality impacts associated with the project would be less than significant.

4.0 GREENHOUSE GAS ANALYSIS

Consistent with Appendix G of the State CEQA Guidelines, a significant impact may occur if a project would:

- a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; and/or
- b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

a-b) Gases that trap heat in the atmosphere are called greenhouse gases (GHGs), since they have effects that are analogous to the way in which a greenhouse retains heat. Greenhouse gases are emitted by both natural processes and human activities. The accumulation of greenhouse gases in the atmosphere regulates the earth's temperature. The State of California has undertaken initiatives designed to address the effects of greenhouse gas emissions, and to establish targets and emission reduction strategies for greenhouse gas emissions in California. Activities associated with the Project, including construction and operational activities, would have the potential to generate greenhouse gas emissions.

The principal GHGs are carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), sulfur hexafluoride (SF₆), perfluorocarbons (PFCs), hydrofluorocarbons (HFCs), and water vapor (H₂O). CO₂ is the reference gas for climate change because it is the predominant greenhouse gas emitted. To account for the varying warming potential of different GHGs, GHG emissions are often quantified and reported as CO₂ equivalents (CO₂e).

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

Assembly Bill 32 (Statewide GHG Reductions)

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

The CARB AB 32 Scoping Plan (Scoping Plan) contains the main strategies to achieve the 2020 emissions cap. The Scoping Plan was developed by CARB with input from the Climate Action Team (CAT) and proposes a comprehensive set of actions designed to reduce overall carbon emissions in California, improve the environment, reduce oil dependency, diversify energy sources, and enhance public health while creating new jobs and improving the State economy. The GHG reduction strategies contained in the Scoping Plan include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, and market-based mechanisms such as a cap-and-trade system.

CARB has adopted the First Update to the Climate Change Scoping Plan.⁴ This update identifies the next steps for California's leadership on climate change. The first update to the initial AB 32 Scoping Plan describes progress made to meet the near-term objectives of AB 32 and defines California's climate change priorities and activities for the next several years. It also frames activities and issues facing the State as it develops an integrated framework for achieving both air quality and climate goals in California beyond 2020.

In the original Scoping Plan, CARB approved a total statewide GHG 1990 emissions level and 2020 emissions limit of 427 million metric tons of CO₂e. As part of the update, CARB revised the 2020 Statewide limit to 431 million metric tons of CO₂e, an approximately 1 percent increase from the original estimate. The 2020 business-as-usual (BAU) forecast in the update is 509 million metric tons of CO₂e. The State would need to reduce those emissions by 15.3 percent to meet the 431 million metric tons of CO₂e 2020 limit.

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

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

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

⁴ CARB, *First Update to the Climate Change Scoping Plan: Building on the Framework*, May 2014.

Low Carbon Fuel Standard

California Executive Order S-01-07 (January 18, 2007) requires a 10 percent or greater reduction in the average carbon intensity for transportation fuels in California regulated by CARB. CARB identified the LCFS as a Discrete Early Action item under AB 32, and the final resolution (09-31) was issued on April 23, 2009.

Sustainable Communities and Climate Protection Act (SB 375)

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

California Green Building Standards (CALGreen) Code

Although not originally intended to reduce greenhouse gases, California Code of Regulations (CCR) Title 24 Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings, was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. Since then, Title 24 has been amended with recognition that energy-efficient buildings that require less electricity and reduce fuel consumption, which in turn decreases GHG emissions. The current 2013 Title 24 standards (effective as of January 1, 2014) were revised and adopted in part to respond to the requirements of AB 32. Specifically, new development projects constructed within California after January 1, 2014 are subject to the mandatory planning and design, energy efficiency, water efficiency and conservation, material conservation and resources efficiency, and environmental quality measures of the California Green Building Standards (CALGreen) Code (California Code of Regulations, Title 24, Part 11). As noted on page 37 in the First Update to the Scoping Plan (May 2014), building efficiency standards were updated in 2013 and are now 25 percent more efficient for residential construction and 30 percent more efficient for non-residential construction.⁵

⁵ Computed from *California Energy Demand, 2012–2022 Final Forecast*, June 2012, Form 2.2 on Committed Energy Impacts.

Local Policies and Regulations

The City is addressing the issue of global climate change through implementation of the Green LA, An Action Plan to Lead the Nation in Fighting Global Warming (LA Green Plan), which outlines the goals and actions that the City has established to reduce the generation and emission of GHGs from public and private activities. According to the LA Green Plan, the City is committed to the goal of reducing emissions of CO₂ to 35 percent below 1990 levels by the year 2030. To achieve this goal, the City is increasing the generation of renewable energy, improving energy conservation and efficiency, and changing transportation and land use patterns to reduce dependence on automobiles.

In 2010, the City adopted the 2010 California Green Building Standards Code, also known as CALGreen, with amendments, as Ordinance No. 181,480, thereby codifying provisions of CALGreen as the new Los Angeles Green Building Code. As stated in Section 99.01.101.1 of the LAMC, these regulations shall be known as the Los Angeles Green Building Code and may be cited as such. The Los Angeles Green Building Code is Article 9 of a total of 9 Articles of Chapter IX of the LAMC, and adopts by reference the CALGreen Code except as amended therein. The provisions of this code shall apply to the construction of every new building, every building alteration with a building permit valuation of \$200,000 or more, and every building addition, unless otherwise indicated in this code, throughout the City. The Los Angeles Green Building Code contains both mandatory and voluntary green building measures for the reduction of GHG emissions through energy conservation. The Los Angeles Green Building Code requires projects to achieve a 20 percent reduction in potable water use and wastewater generation, meet and exceed Title 24 Standards. In addition, the Proposed Project is required to implement applicable energy conservation measures to reduce GHG emissions such as those described in AB 32, described above.

GHG Significance Threshold

The City, the SCAQMD nor the State CEQA Guidelines Amendments provide adopted quantitative thresholds of significance for addressing a residential project's GHG emissions. Nonetheless, Section 15064.4 of the CEQA Guidelines Amendments serves to assist lead agencies in determining the significance of the impacts of GHGs. As required in Section 15064.4 of the CEQA Guidelines, this analysis includes an impact determination based on the following: (1) an estimate of the amount of greenhouse gas emissions resulting from the project; (2) a qualitative analysis or performance based standards; (3) a quantification of the extent to which the project increases greenhouse gas emissions as compared to the existing environmental setting; and (4) the extent to which the project complies with regulations, or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions.

In December 2008, the SCAQMD adopted an interim 10,000 metric tons CO₂e (MTCO₂e) per year screening level threshold for stationary source/industrial projects for which the SCAQMD is the lead agency. The SCAQMD continues to consider adoption of significance thresholds for non-industrial development

projects. The most recent proposal issued in September 2010 uses the following tiered approach to evaluate potential GHG impacts from various uses:

Tier 1: Determine if CEQA categorical exemptions are applicable. If not, move to Tier 2.

Tier 2: Consider whether or not the proposed project is consistent with a locally adopted GHG reduction plan that has gone through public hearings and CEQA review, that has an approved inventory, includes monitoring, etc. If not, move to Tier 3.

Tier 3: Consider whether the project generates GHG emissions in excess of screening thresholds for individual land uses. The 10,000 MTCO₂e/year threshold for industrial uses would be recommended for use by all lead agencies. Under option 1, separate screening thresholds are proposed for residential projects (3,500 MTCO₂e/year), commercial projects (1,400 MTCO₂e/year), and mixed-use projects (3,000 MTCO₂e/year). Under option 2 a single numerical screening threshold of 3,000 MTCO₂e/year would be used for all non-industrial projects. If the project generates emissions in excess of the applicable screening threshold, move to Tier 4.

Tier 4: Consider whether the project generates GHG emissions in excess of applicable performance standards for the project service population (population plus employment). The efficiency targets were established based on the goal of AB 32 to reduce statewide GHG emissions to 1990 levels by 2020. The 2020 efficiency targets are 4.8 MTCO₂e per service population for project level analyses and 6.6 MTCO₂e per service population for plan level analyses. If the project generates emissions in excess of the applicable efficiency targets, move to Tier 5.

Tier 5: Consider the implementation of CEQA mitigation (including the purchase of GHG offsets) to reduce the project efficiency target to Tier 4 levels.

The thresholds identified above are not adopted by the SCAQMD or distributed for widespread public review and comment, and the working group tasked with developing the thresholds has not met since September 2010. The future schedule and likelihood of threshold adoption is uncertain. However, for the purpose of evaluating the GHG impacts associated with the Project, this analysis utilizes the proposed 3,000 MTCO₂e per year Tier 3 threshold for non-industrial projects. These draft thresholds have been utilized for other projects in the South Coast Air Basin.

In addition and separate from the above quantitative threshold, if the Project can demonstrate qualitative consistency with applicable plans, policies and regulations adopted for the purpose of reducing the emissions of GHGs, then impacts associated with GHG emissions would be less than significant.

Construction GHG Emissions

Construction emissions represent an episodic, temporary source of GHG emissions. Emissions are generally associated with the operation of construction equipment and the disposal of construction waste. To be consistent with the guidance from the SCAQMD for calculating criteria pollutants from construction activities, only GHG emissions from on-site construction activities and off-site hauling and construction worker commuting are considered as Project-generated. As explained by California Air Pollution Controls Officers Association (CAPCOA) in its 2008 white paper, the information needed to characterize GHG emissions from manufacture, transport, and end-of-life of construction materials would be speculative at the CEQA analysis level. CEQA does not require an evaluation of speculative impacts (*CEQA Guidelines* §15145). Therefore, the construction analysis does not consider such GHG emissions, but does consider non-speculative on-site construction activities and off-site hauling and construction worker trips. All GHG emissions are presented on an annual basis. Emissions of GHGs were calculated using CalEEMod 2013.2.2 for construction of the Project. As shown Appendix B to this report, the Project would generate a total of 273.15 metric tons of construction related GHG emissions. Consistent with SCAQMD recommendations and to ensure construction emissions are assessed in a quantitative sense, construction GHG emissions have been amortized over a 30-year period and have been added to the annual operational GHG emissions of the Project identified in Table 5.

Operational GHG Emissions

The Project includes the construction and operation of a 54-unit senior affordable housing development with 30 at-grade parking spaces on a currently vacant site. The operations of the Project would generate GHG emissions from the usage of on-road motor vehicles, electricity, natural gas, water, and generation of solid waste and wastewater. Emissions of operational GHGs are shown in Table 5, Project Operational GHG Emissions. As shown, the GHG emissions generated by the Project would be approximately 728.37 CO₂e MTY.

As noted previously, the SCAQMD released a draft guidance document regarding interim CEQA GHG significance thresholds. The SCAQMD proposed a tiered approach, whereby the level of detail and refinement needed to determine significance increases with a project's total GHG emissions. The SCAQMD also proposed a screening level of 3,000 metric tons of CO₂e per year for all land use projects (non-industrial projects), under which project impacts would be considered "less than significant." As shown in Table 5, the Project would be under the 3,000 MTCO₂e per year threshold for non-industrial projects.

Table 5
Project Operational GHG Emissions

Emissions Source	Estimated CO ₂ e Emissions (Metric Tons per Year)
Area Sources	12.67
Energy Demand (Electricity & Natural Gas)	154.78
Mobile (Motor Vehicles)	506.27
Solid Waste Generation	11.30
Water Demand	34.24
Construction Emissions ^a	9.11
Project Total	728.37
^a The total construction GHG emissions were amortized over 30 years and added to the operation of the Project. Calculation sheets are provided in Appendix B to this report.	

In addition, and separate from the quantitative analysis above, there is substantial evidence to support that the project is qualitatively consistent with statewide goals and policies in place for the reduction of greenhouse gas emissions, including AB 32 and the corresponding Scoping Plan. As discussed previously, the City adopted the L.A. Green Plan to provide a citywide plan for achieving the City's GHG emissions targets, for both existing and future generation of greenhouse gas emissions. In order to further implement the L.A. Green Plan's 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 applicable to new development projects. As it relates to new development, the City adopted the Los Angeles Green Building Code, which incorporates applicable provisions of the CALGreen Code, and in some cases outlines more strict GHG reduction measures available to development projects in the City of Los Angeles. The Los Angeles Green Building Code requires projects to achieve a 20 percent reduction in potable water use and wastewater generation, meet and exceed Title 24 Standards adopted by the California Energy Commission. The Scoping Plan encourages communities to adopt building codes that go beyond the state code. Accordingly, as the Los Angeles Green Building Code meets and exceeds applicable provisions of the CALGreen Code, a new development project that can demonstrate it complies with the Los Angeles Green Building Code is considered consistent with statewide GHG-reduction goals and policies, including AB 32. The Project would be required to meet the LA Green Building Code and the CALGreen Code.

GHG Emissions Associated With Motor Vehicles

Motor vehicle related GHG emissions are regulated at the Federal, State and local levels. As discussed in the CARB Scoping Plan, the transportation sector – largely the cars and trucks that move goods and people – is the largest contributor with 38 percent of the State's total GHG emissions. Many of the transportation-related reduction measures identified in the Scoping Plan are focused on improving motor

vehicle efficiencies through more restrictive statewide laws and regulations. Some of these measures include Pavley I & II Standards for light-duty vehicles, Low Carbon Fuel Standards (LCFS), aerodynamic improvements for heavy-duty vehicles, and medium- and heavy-duty vehicle hybridizations. Together, these measures are estimated to reduce 2020 forecasted emissions by 52.60 MMTCO₂E. These regulatory measures are aimed at improving efficiencies of the motor vehicle fleet mix across the State, and as such, GHG emissions from future motor vehicles accessing the project would be reduced as a result of these statewide programs. In addition, the Project's urban location within a Transit Priority Area (TPA) would be consistent with local and statewide goals and policies (i.e., RTP/SCS and SB 375) aimed at reducing the generation of GHGs through integrated transportation, land use, housing and environmental planning.

Cumulative Impacts

Given the Project's compliance with the CALGreen Code and Los Angeles Green Building Code, and urban location within a TPA, the project would be consistent with local and statewide goals and policies aimed at reducing the generation of GHGs, including CARB's AB 32 Scoping Plan, the RTP/SCS and SB 375. In addition, the project's operational GHG emissions would not have the potential to exceed the 3,000 metric tons of CO₂e per year screening threshold proposed by the SCAQMD staff. Therefore, the project's generation of GHG emissions would not make a cumulatively considerable contribution to GHG emissions and impacts would be less than significant.

5.0 CONCLUSION

As outlined in the preceding sections herein, the Project would not have the potential to result in any significant effects relating to air quality and greenhouse gases and these impacts would be considered less than significant. It should be noted this analysis assumed implementation of the regulatory compliance measures identified below.

Regulatory Compliance Measures

1. The Applicant shall implement all control measures required and/or recommended by the SCAQMD (i.e., Rule 403 - Fugitive Dust), including but not limited to the following:
 - Use watering to control dust generation during demolition of structures or break-up of pavement;
 - Water active grading/import areas and unpaved surfaces at least two times daily;
 - Cover stockpiles with tarps or apply non-toxic chemical soil binders;
 - Limit vehicle speed on unpaved roads to 15 miles per hour;
 - Sweep daily (with water sweepers) all paved construction parking areas and staging areas;
 - Provide daily clean-up of mud and dirt carried onto paved streets from the Project Site;

- Suspend excavation and grading activity when winds (instantaneous gusts) exceed 15 miles per hour over a 30-minute period or more; and
 - An information sign shall be posted at the entrance to each construction site that identifies the permitted construction hours and provides a telephone number to call and receive information about the construction project or to report complaints regarding excessive fugitive dust generation. Any reasonable complaints shall be rectified within 24 hours of their receipt.
2. The Applicant shall be consistent with SCAQMD Rule 1113, which outlines a VOC content of 50 grams per liter for architectural coatings.

Appendix A
Air Quality Calculations

Adams Terrace Senior Housing Project
Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	54.00	Dwelling Unit	0.40	62,500.00	154
Enclosed Parking with Elevator	30.00	Space	0.09	12,000.00	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 (lb/MWhr)	.1227.89	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - site is approx. 0.49 acres.

Construction Phase - construction schedule per applicant.

Grading - site is approximately 0.49 acres.

Architectural Coating - Consistent with SCAQMD Rule 1113 assumed VOC content of 50 grams per liter for architectural coatings

Area Coating - Consistent with SCAQMD Rule 1113 assumed VOC content of 50 grams per liter for architectural coatings

Construction Off-road Equipment Mitigation -

Area Mitigation - Consistent with SCAQMD Rule 1113 assumed VOC content of 50 grams per liter for architectural coatings

Energy Mitigation - Buildings that are constructed in accordance with the 2013 Building and Energy Efficiency Standards are approximately 25 percent more energy efficient than the 2008 standards.

Water Mitigation -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	50.00
tblArchitecturalCoating	EF_Residential_Exterior	100.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	50
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	250	50
tblAreaMitigation	UseLowVOCPaintResidentialExteriorValue	100	50
tblConstructionPhase	NumDays	5.00	47.00
tblConstructionPhase	NumDays	100.00	308.00
tblConstructionPhase	NumDays	2.00	22.00
tblConstructionPhase	PhaseEndDate	3/12/2019	1/4/2019
tblConstructionPhase	PhaseStartDate	1/5/2019	11/1/2018
tblGrading	AcresOfGrading	0.00	0.50
tblLandUse	LandUseSquareFeet	54,000.00	62,500.00
tblLandUse	LotAcreage	1.42	0.40
tblLandUse	LotAcreage	0.27	0.09
tblProjectCharacteristics	OperationalYear	2014	2019

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)**Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	1.5245	13.5751	11.5650	0.0191	0.8886	0.8696	1.6162	0.4460	0.8001	1.1400	0.0000	1,822.727 1	1,822.727 1	0.3838	0.0000	1,830.786 4
2018	11.1428	13.8348	13.2996	0.0233	0.6423	0.8705	1.5129	0.1713	0.8130	0.9843	0.0000	2,160.839 2	2,160.839 2	0.4134	0.0000	2,169.521 5
2019	10.9646	12.3931	12.8147	0.0233	0.6423	0.7453	1.3876	0.1713	0.6960	0.8673	0.0000	2,116.2310	2,116.2310	0.4083	0.0000	2,124.805 4
Total	23.6319	39.8030	37.6793	0.0657	2.1733	2.4854	4.5167	0.7887	2.3090	2.9915	0.0000	6,099.797 3	6,099.797 3	1.2055	0.0000	6,125.113 3

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	1.5245	13.5751	11.5650	0.0191	0.5417	0.8696	1.4114	0.2170	0.8001	0.9447	0.0000	1,822.727 1	1,822.727 1	0.3838	0.0000	1,830.786 4
2018	11.1428	13.8348	13.2996	0.0233	0.6423	0.8705	1.5129	0.1713	0.8130	0.9843	0.0000	2,160.839 2	2,160.839 2	0.4134	0.0000	2,169.521 5
2019	10.9646	12.3931	12.8147	0.0233	0.6423	0.7453	1.3876	0.1713	0.6960	0.8673	0.0000	2,116.2310	2,116.2310	0.4083	0.0000	2,124.805 4
Total	23.6319	39.8030	37.6793	0.0657	1.8264	2.4854	4.3118	0.5597	2.3090	2.7963	0.0000	6,099.797 3	6,099.797 3	1.2055	0.0000	6,125.113 3

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	15.96	0.00	4.54	29.04	0.00	6.53	0.00	0.00	0.00	0.00	0.00	0.00

2.2 Overall Operational**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	15.9573	0.4109	31.6229	0.0434		4.1495	4.1495		4.1489	4.1489	505.8136	980.0284	1,485.8420	1.5163	0.0343	1,528.3274
Energy	0.0109	0.0930	0.0396	5.9000e-004		7.5200e-003	7.5200e-003		7.5200e-003	7.5200e-003		118.7008	118.7008	2.2800e-003	2.1800e-003	119.4232
Mobile	1.2693	3.8077	14.3534	0.0408	2.8064	0.0591	2.8655	0.7505	0.0545	0.8050		3,288.2383	3,288.2383	0.1260		3,290.8842
Total	17.2374	4.3115	46.0158	0.0848	2.8064	4.2161	7.0226	0.7505	4.2109	4.9614	505.8136	4,386.9675	4,892.7811	1.6446	0.0365	4,938.6348

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.8292	0.0519	4.4854	2.4000e-004		0.0897	0.0897		0.0890	0.0890	0.0000	1,037.2049	1,037.2049	0.0276	0.0189	1,043.6340
Energy	8.8200e-003	0.0754	0.0321	4.8000e-004		6.1000e-003	6.1000e-003		6.1000e-003	6.1000e-003		96.2575	96.2575	1.8400e-003	1.7600e-003	96.8433
Mobile	1.2693	3.8077	14.3534	0.0408	2.8064	0.0591	2.8655	0.7505	0.0545	0.8050		3,288.2383	3,288.2383	0.1260		3,290.8842
Total	3.1073	3.9349	18.8708	0.0416	2.8064	0.1549	2.9614	0.7505	0.1496	0.9001	0.0000	4,421.7006	4,421.7006	0.1555	0.0206	4,431.3614

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	81.97	8.73	58.99	51.03	0.00	96.33	57.83	0.00	96.45	81.86	100.00	-0.79	9.63	90.55	43.49	10.27

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Grading	Grading	10/1/2017	10/31/2017	5	22	
2	Building Construction	Building Construction	11/1/2017	1/4/2019	5	308	
3	Architectural Coating	Architectural Coating	11/1/2018	1/4/2019	5	47	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0.5

Acres of Paving: 0

Residential Indoor: 126,563; Residential Outdoor: 42,188; Non-Residential Indoor: 18,000; Non-Residential Outdoor: 6,000 (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
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

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
Grading	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	44.00	8.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	9.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Clean Paved Roads

3.2 Grading - 2017**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7769	0.0000	0.7769	0.4164	0.0000	0.4164			0.0000			0.0000
Off-Road	1.2049	10.4761	8.5825	0.0120		0.7266	0.7266		0.6930	0.6930	1,183.813 1	1,183.813 1	0.2333			1,188.711 8
Total	1.2049	10.4761	8.5825	0.0120	0.7769	0.7266	1.5035	0.4164	0.6930	1.1094	1,183.813 1	1,183.813 1	0.2333			1,188.711 8

3.2 Grading - 2017**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0416	0.0562	0.5878	1.3700e-003	0.1118	1.0100e-003	0.1128	0.0296	9.3000e-004	0.0306		111.6535	111.6535	6.1800e-003		111.7834
Total	0.0416	0.0562	0.5878	1.3700e-003	0.1118	1.0100e-003	0.1128	0.0296	9.3000e-004	0.0306		111.6535	111.6535	6.1800e-003		111.7834

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					0.3496	0.0000	0.3496	0.1874	0.0000	0.1874			0.0000			0.0000
Off-Road	1.2049	10.4761	8.5825	0.0120		0.7266	0.7266		0.6930	0.6930	0.0000	1,183.8131	1,183.8131	0.2333		1,188.7118
Total	1.2049	10.4761	8.5825	0.0120	0.3496	0.7266	1.0762	0.1874	0.6930	0.8804	0.0000	1,183.8131	1,183.8131	0.2333		1,188.7118

3.2 Grading - 2017**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0416	0.0562	0.5878	1.3700e-003	0.1118	1.0100e-003	0.1128	0.0296	9.3000e-004	0.0306		111.6535	111.6535	6.1800e-003		111.7834
Total	0.0416	0.0562	0.5878	1.3700e-003	0.1118	1.0100e-003	0.1128	0.0296	9.3000e-004	0.0306		111.6535	111.6535	6.1800e-003		111.7834

3.3 Building Construction - 2017**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2740	12.6738	8.0395	0.0113		0.8553	0.8553		0.7869	0.7869		1,159,531.0	1,159,531.0	0.3553		1,166,991.9
Total	1.2740	12.6738	8.0395	0.0113		0.8553	0.8553		0.7869	0.7869		1,159,531.0	1,159,531.0	0.3553		1,166,991.9

3.3 Building Construction - 2017**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0677	0.6539	0.9393	1.7400e-003	0.0499	9.8500e-003	0.0598	0.0142	9.0600e-003	0.0233		171.9205	171.9205	1.2900e-003		171.9476
Worker	0.1828	0.2474	2.5882	6.0300e-003	0.4918	4.4600e-003	0.4963	0.1304	4.1100e-003	0.1345		491.2756	491.2756	0.0272		491.8469
Total	0.2505	0.9012	3.5254	7.7700e-003	0.5417	0.0143	0.5560	0.1446	0.0132	0.1578		663.1961	663.1961	0.0285		663.7945

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2740	12.6738	8.0395	0.0113		0.8553	0.8553		0.7869	0.7869	0.0000	1,159.5310	1,159.5310	0.3553		1,166.9919
Total	1.2740	12.6738	8.0395	0.0113		0.8553	0.8553		0.7869	0.7869	0.0000	1,159.5310	1,159.5310	0.3553		1,166.9919

3.3 Building Construction - 2017**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0677	0.6539	0.9393	1.7400e-003	0.0499	9.8500e-003	0.0598	0.0142	9.0600e-003	0.0233		171.9205	171.9205	1.2900e-003		171.9476
Worker	0.1828	0.2474	2.5862	6.0300e-003	0.4918	4.4600e-003	0.4963	0.1304	4.1100e-003	0.1345		491.2756	491.2756	0.0272		491.8469
Total	0.2505	0.9012	3.5254	7.7700e-003	0.5417	0.0143	0.5560	0.1446	0.0132	0.1578		663.1961	663.1961	0.0285		663.7945

3.3 Building Construction - 2018**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	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

3.3 Building Construction - 2018**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	0.0635	0.6009	0.9032	1.7400e-003	0.0499	9.2800e-003	0.0592	0.0142	8.5300e-003	0.0227		169.0783	169.0783	1.2800e-003		169.1053
Worker	0.1842	0.2245	2.3397	6.0300e-003	0.4918	4.3200e-003	0.4961	0.1304	3.9900e-003	0.1344		473.2604	473.2604	0.0253		473.7911
Total	0.2277	0.8254	3.2429	7.7700e-003	0.5417	0.0136	0.5553	0.1446	0.0125	0.1572		642.3387	642.3387	0.0266		642.8963

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0786	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

3.3 Building Construction - 2018**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	0.0635	0.6009	0.9032	1.7400e-003	0.0499	9.2800e-003	0.0592	0.0142	8.5300e-003	0.0227		169.0783	169.0783	1.2800e-003		169.1053
Worker	0.1642	0.2245	2.3397	6.0300e-003	0.4918	4.3200e-003	0.4961	0.1304	3.9900e-003	0.1344		473.2604	473.2604	0.0253		473.7911
Total	0.2277	0.8254	3.2429	7.7700e-003	0.5417	0.0136	0.5553	0.1446	0.0125	0.1572		642.3387	642.3387	0.0266		642.8963

3.3 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/day					
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

3.3 Building Construction - 2019**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0602	0.5541	0.8746	1.7300e-003	0.0499	8.8100e-003	0.0587	0.0142	8.1100e-003	0.0223		165.6029	165.6029	1.2600e-003		165.6293
Worker	0.1508	0.2058	2.1422	6.0100e-003	0.4918	4.2100e-003	0.4960	0.1304	3.9000e-003	0.1343		454.6880	454.6880	0.0236		455.1840
Total	0.2110	0.7599	3.0169	7.7400e-003	0.5418	0.0130	0.5548	0.1446	0.0120	0.1567		620.2909	620.2909	0.0249		620.8133

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9521	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

3.3 Building Construction - 2019**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0602	0.5541	0.8746	1.7300e-003	0.0499	8.8100e-003	0.0587	0.0142	8.1100e-003	0.0223		165.6029	165.6029	1.2600e-003		165.6293
Worker	0.1508	0.2058	2.1422	6.0100e-003	0.4918	4.2100e-003	0.4960	0.1304	3.9000e-003	0.1343		454.6880	454.6880	0.0236		455.1840
Total	0.2110	0.7599	3.0169	7.7400e-003	0.5418	0.0130	0.5548	0.1446	0.0120	0.1567		620.2909	620.2909	0.0249		620.8133

3.4 Architectural Coating - 2018**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archil. Coating	9.5043					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506		281.4485	281.4485	0.0267		282.0102
Total	9.8029	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506		281.4485	281.4485	0.0267		282.0102

3.4 Architectural Coating - 2018**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	0.0336	0.0459	0.4786	1.2300e-003	0.1006	8.8000e-004	0.1015	0.0267	8.2000e-004	0.0275		96.8033	96.8033	5.1700e-003		96.9118
Total	0.0336	0.0459	0.4786	1.2300e-003	0.1006	8.8000e-004	0.1015	0.0267	8.2000e-004	0.0275		96.8033	96.8033	5.1700e-003		96.9118

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	9.5043					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2985	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506	0.0000	281.4485	281.4485	0.0267		282.0102
Total	9.8029	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506	0.0000	281.4485	281.4485	0.0267		282.0102

3.4 Architectural Coating - 2018**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	0.0336	0.0459	0.4786	1.2300e-003	0.1006	8.8000e-004	0.1015	0.0267	8.2000e-004	0.0275		96.8033	96.8033	5.1700e-003		96.9118
Total	0.0336	0.0459	0.4786	1.2300e-003	0.1006	8.8000e-004	0.1015	0.0267	8.2000e-004	0.0275		96.8033	96.8033	5.1700e-003		96.9118

3.4 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/day					
Archit. Coating	9.5043					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	9.7707	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288		281.4481	281.4481	0.0238		281.9473

3.4 Architectural Coating - 2019**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0308	0.0421	0.4382	1.2300e-003	0.1006	8.6000e-004	0.1015	0.0267	8.0000e-004	0.0275		93.0044	93.0044	4.8300e-003		93.1058
Total	0.0308	0.0421	0.4382	1.2300e-003	0.1006	8.6000e-004	0.1015	0.0267	8.0000e-004	0.0275		93.0044	93.0044	4.8300e-003		93.1058

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	9.5043					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	9.7707	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

3.4 Architectural Coating - 2019**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0308	0.0421	0.4382	1.2300e-003	0.1006	8.6000e-004	0.1015	0.0267	8.0000e-004	0.0275		93.0044	93.0044	4.8300e-003		93.1058
Total	0.0308	0.0421	0.4382	1.2300e-003	0.1006	8.6000e-004	0.1015	0.0267	8.0000e-004	0.0275		93.0044	93.0044	4.8300e-003		93.1058

4.0 Operational Detail - Mobile**4.1 Mitigation Measures Mobile**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.2693	3.8077	14.3534	0.0408	2.8064	0.0591	2.8655	0.7505	0.0545	0.8050		3,288.2383	3,288.2383	0.1260		3,290.8842
Unmitigated	1.2693	3.8077	14.3534	0.0408	2.8064	0.0591	2.8655	0.7505	0.0545	0.8050		3,288.2383	3,288.2383	0.1260		3,290.8842

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	355.86	386.64	327.78	1,217,346	1,217,346
Enclosed Parking with Elevator	0.00	0.00	0.00		
Total	355.86	386.64	327.78	1,217,346	1,217,346

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

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

2.2 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Install Energy Efficient Appliances

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	8.8200e-003	0.0754	0.0321	4.8000e-004		6.1000e-003	6.1000e-003		6.1000e-003	6.1000e-003		96.2575	96.2575	1.8400e-003	1.7600e-003	96.8433
NaturalGas Unmitigated	0.0109	0.0930	0.0396	5.9000e-004		7.5200e-003	7.5200e-003		7.5200e-003	7.5200e-003		118.7008	118.7008	2.2800e-003	2.1800e-003	119.4232

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Apartments Mid Rise	1008.96	0.0109	0.0930	0.0396	5.9000e-004		7.5200e-003	7.5200e-003		7.5200e-003	7.5200e-003		118.7008	118.7008	2.2800e-003	2.1800e-003	119.4232
Total		0.0109	0.0930	0.0396	5.9000e-004		7.5200e-003	7.5200e-003		7.5200e-003	7.5200e-003		118.7008	118.7008	2.2800e-003	2.1800e-003	119.4232

5.2 Energy by Land Use - NaturalGas**Mitigated**

	Natural Gas Use	ROG	NCx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	0.818189	8.8200e-003	0.0754	0.0321	4.8000e-004		6.1000e-003	6.1000e-003		6.1000e-003	6.1000e-003		96.2575	96.2575	1.8400e-003	1.7600e-003	96.8433
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		8.8200e-003	0.0754	0.0321	4.8000e-004		6.1000e-003	6.1000e-003		6.1000e-003	6.1000e-003		96.2575	96.2575	1.8400e-003	1.7600e-003	96.8433

6.0 Area Detail**6.1 Mitigation Measures Area**

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

Use only Natural Gas Hearths

Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.8292	0.0519	4.4854	2.4000e-004		0.0897	0.0897		0.0890	0.0890	0.0000	1,037.2049	1,037.2049	0.0276	0.0189	1,043.6340
Unmitigated	15.9573	0.4109	31.6229	0.0434		4.1495	4.1495		4.1489	4.1489	505.8136	980.0284	1,485.8420	1.5163	0.0343	1,528.3274

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1949					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.4751					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	14.1499	0.3580	27.1427	0.0432		4.1250	4.1250		4.1243	4.1243	505.8136	972.0000	1,477.8136	1.5084	0.0343	1,520.1333
Landscaping	0.1373	0.0519	4.4802	2.4000e-004		0.0245	0.0245		0.0245	0.0245		8.0284	8.0284	7.8900e-003		8.1941
Total	15.9573	0.4109	31.6229	0.0434		4.1495	4.1495		4.1489	4.1489	505.8136	980.0284	1,485.8420	1.5163	0.0343	1,528.3275

6.2 Area by SubCategory**Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1224					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.4751					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0943	0.0000	5.1500e-003	0.0000		0.0652	0.0652		0.0645	0.0645	0.0000	1,029.1765	1,029.1765	0.0197	0.0189	1,035.4399
Landscaping	0.1373	0.0519	4.4802	2.4000e-004		0.0245	0.0245		0.0245	0.0245		8.0284	8.0284	7.8900e-003		8.1941
Total	1.8292	0.0519	4.4854	2.4000e-004		0.0897	0.0897		0.0890	0.0890	0.0000	1,037.2049	1,037.2049	0.0276	0.0189	1,043.6340

7.0 Water Detail**7.1 Mitigation Measures Water**

Apply Water Conservation Strategy

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
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10.0 Vegetation

Adams Terrace Senior Housing Project
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	54.00	Dwelling Unit	0.40	62,500.00	154
Enclosed Parking with Elevator	30.00	Space	0.09	12,000.00	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 (lb/MWhr)	1227.89	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - site is approx. 0.49 acres.

Construction Phase - construction schedule per applicant.

Grading - site is approximately 0.49 acres.

Architectural Coating - Consistent with SCAQMD Rule 1113 assumed VOC content of 50 grams per liter for architectural coatings

Area Coating - Consistent with SCAQMD Rule 1113 assumed VOC content of 50 grams per liter for architectural coatings

Construction Off-road Equipment Mitigation -

Area Mitigation - Consistent with SCAQMD Rule 1113 assumed VOC content of 50 grams per liter for architectural coatings

Energy Mitigation - Buildings that are constructed in accordance with the 2013 Building and Energy Efficiency Standards are approximately 25 percent more energy efficient than the 2008 standards.

Water Mitigation -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	50.00
tblArchitecturalCoating	EF_Residential_Exterior	100.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	50
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	250	50
tblAreaMitigation	UseLowVOCPaintResidentialExteriorValue	100	50
tblConstructionPhase	NumDays	5.00	47.00
tblConstructionPhase	NumDays	100.00	308.00
tblConstructionPhase	NumDays	2.00	22.00
tblConstructionPhase	PhaseEndDate	3/12/2019	1/4/2019
tblConstructionPhase	PhaseStartDate	1/5/2019	11/1/2018
tblGrading	AcresOfGrading	0.00	0.50
tblLandUse	LandUseSquareFeet	54,000.00	62,500.00
tblLandUse	LotAcreage	1.42	0.40
tblLandUse	LotAcreage	0.27	0.09
tblProjectCharacteristics	OperationalYear	2014	2019

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)**Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	1.5117	13.5351	11.5686	0.0195	0.8886	0.8695	1.6162	0.4460	0.8000	1.1400	0.0000	1,853.426 3	1,853.426 3	0.3837	0.0000	1,861.484 8
2018	11.1306	13.7942	13.3344	0.0238	0.6423	0.8704	1.5128	0.1713	0.8129	0.9842	0.0000	2,196.257 0	2,196.257 0	0.4134	0.0000	2,204.938 4
2019	10.9534	12.3560	12.8422	0.0237	0.6423	0.7452	1.3875	0.1713	0.6959	0.8672	0.0000	2,150.331 4	2,150.331 4	0.4083	0.0000	2,158.905 1
Total	23.5957	39.6853	37.7452	0.0669	2.1733	2.4852	4.5165	0.7887	2.3088	2.9914	0.0000	6,200.014 7	6,200.014 7	1.2054	0.0000	6,225.328 3

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	1.5117	13.5351	11.5686	0.0195	0.5417	0.8695	1.4113	0.2170	0.8000	0.9446	0.0000	1,853.426 3	1,853.426 3	0.3837	0.0000	1,861.484 8
2018	11.1306	13.7942	13.3344	0.0238	0.6423	0.8704	1.5128	0.1713	0.8129	0.9842	0.0000	2,196.257 0	2,196.257 0	0.4134	0.0000	2,204.938 4
2019	10.9534	12.3560	12.8422	0.0237	0.6423	0.7452	1.3875	0.1713	0.6959	0.8672	0.0000	2,150.331 4	2,150.331 4	0.4083	0.0000	2,158.905 1
Total	23.5957	39.6853	37.7452	0.0669	1.8264	2.4852	4.3116	0.5597	2.3088	2.7960	0.0000	6,200.014 7	6,200.014 7	1.2054	0.0000	6,225.328 3

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	15.96	0.00	4.54	29.04	0.00	6.53	0.00	0.00	0.00	0.00	0.00	0.00

2.2 Overall Operational**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	15.9573	0.4109	31.6229	0.0434		4.1495	4.1495		4.1489	4.1489	505.8136	980.0284	1,485.8420	1.5163	0.0343	1,528.3274
Energy	0.0109	0.0930	0.0396	5.9000e-004		7.5200e-003	7.5200e-003		7.5200e-003	7.5200e-003		118.7008	118.7008	2.2800e-003	2.1800e-003	119.4232
Mobile	1.2153	3.6162	14.3671	0.0428	2.8064	0.0589	2.8653	0.7505	0.0543	0.8048		3,435.9057	3,435.9057	0.1259		3,438.5491
Total	17.1835	4.1200	46.0295	0.0868	2.8064	4.2159	7.0224	0.7505	4.2107	4.9612	505.8136	4,534.6349	5,040.4485	1.6445	0.0365	5,086.2997

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.8292	0.0519	4.4854	2.4000e-004		0.0897	0.0897		0.0890	0.0890	0.0000	1,037.2049	1,037.2049	0.0276	0.0189	1,043.6340
Energy	8.8200e-003	0.0754	0.0321	4.8000e-004		6.1000e-003	6.1000e-003		6.1000e-003	6.1000e-003		96.2575	96.2575	1.8400e-003	1.7600e-003	96.8433
Mobile	1.2153	3.6162	14.3671	0.0428	2.8064	0.0589	2.8653	0.7505	0.0543	0.8048		3,435.9057	3,435.9057	0.1259		3,438.5491
Total	3.0533	3.7434	18.8845	0.0435	2.8064	0.1547	2.9612	0.7505	0.1495	0.9000	0.0000	4,569.3681	4,569.3681	0.1553	0.0206	4,579.0264

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	82.23	9.14	58.97	49.88	0.00	96.33	57.83	0.00	96.45	81.86	100.00	-0.77	9.35	90.55	43.49	9.97

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Grading	Grading	10/1/2017	10/31/2017	5	22	
2	Building Construction	Building Construction	11/1/2017	1/4/2019	5	308	
3	Architectural Coating	Architectural Coating	11/1/2018	1/4/2019	5	47	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0.5

Acres of Paving: 0

Residential Indoor: 126,563; Residential Outdoor: 42,188; Non-Residential Indoor: 18,000; Non-Residential Outdoor: 6,000 (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
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

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
Grading	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	44.00	8.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	9.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Clean Paved Roads

3.2 Grading - 2017**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7769	0.0000	0.7769	0.4164	0.0000	0.4164			0.0000			0.0000
Off-Road	1.2049	10.4761	8.5825	0.0120		0.7266	0.7266		0.6930	0.6930		1,183.813 1	1,183.813 1	0.2333		1,188,711 8
Total	1.2049	10.4761	8.5825	0.0120	0.7769	0.7266	1.5035	0.4164	0.6930	1.1094		1,183.813 1	1,183.813 1	0.2333		1,188,711 8

3.2 Grading - 2017**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0400	0.0507	0.6285	1.4500e-003	0.1118	1.0100e-003	0.1128	0.0296	9.3000e-004	0.0306		118.3028	118.3028	6.1800e-003		118.4326
Total	0.0400	0.0507	0.6285	1.4500e-003	0.1118	1.0100e-003	0.1128	0.0296	9.3000e-004	0.0306		118.3028	118.3028	6.1800e-003		118.4326

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					0.3496	0.0000	0.3496	0.1874	0.0000	0.1874			0.0000			0.0000
Off-Road	1.2049	10.4761	8.5825	0.0120		0.7266	0.7266		0.6930	0.6930	0.0000	1,183.813 1	1,183.813 1	0.2333		1,188.7118
Total	1.2049	10.4761	8.5825	0.0120	0.3496	0.7266	1.0762	0.1874	0.6930	0.8804	0.0000	1,183.813 1	1,183.813 1	0.2333		1,188.711 8

3.2 Grading - 2017**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0400	0.0507	0.6285	1.4500e-003	0.1118	1.0100e-003	0.1128	0.0296	9.3000e-004	0.0306		118.3028	118.3028	6.1800e-003		118.4326
Total	0.0400	0.0507	0.6285	1.4500e-003	0.1118	1.0100e-003	0.1128	0.0296	9.3000e-004	0.0306		118.3028	118.3028	6.1800e-003		118.4326

3.3 Building Construction - 2017**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2740	12.6738	8.0395	0.0113		0.8553	0.8553		0.7869	0.7869		1,159.5310	1,159.5310	0.3553		1,166.9919
Total	1.2740	12.6738	8.0395	0.0113		0.8553	0.8553		0.7869	0.7869		1,159.5310	1,159.5310	0.3553		1,166.9919

3.3 Building Construction - 2017**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0616	0.6382	0.7636	1.7600e-003	0.0499	9.7500e-003	0.0597	0.0142	8.9700e-003	0.0232		173.3631	173.3631	1.2500e-003		173.3694
Worker	0.1761	0.2231	2.7655	6.4000e-003	0.4918	4.4600e-003	0.4963	0.1304	4.1100e-003	0.1345		520.5321	520.5321	0.0272		521.1035
Total	0.2378	0.8613	3.5291	8.1600e-003	0.5417	0.0142	0.5559	0.1446	0.0131	0.1577		693.8953	693.8953	0.0285		694.4929

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2740	12.6738	8.0395	0.0113		0.8553	0.8553		0.7869	0.7869	0.0000	1,159.5310	1,159.5310	0.3553		1,166.9919
Total	1.2740	12.6738	8.0395	0.0113		0.8553	0.8553		0.7869	0.7869	0.0000	1,159.5310	1,159.5310	0.3553		1,166.9919

3.3 Building Construction - 2017**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0616	0.6382	0.7636	1.7600e-003	0.0499	9.7500e-003	0.0597	0.0142	8.9700e-003	0.0232		173.3631	173.3631	1.2500e-003		173.3894
Worker	0.1761	0.2231	2.7655	6.4000e-003	0.4918	4.4600e-003	0.4963	0.1304	4.1100e-003	0.1345		520.5321	520.5321	0.0272		521.1035
Total	0.2378	0.8613	3.5291	8.1600e-003	0.5417	0.0142	0.5559	0.1446	0.0131	0.1577		693.8953	693.8953	0.0285		694.4929

3.3 Building Construction - 2018**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	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

3.3 Building Construction - 2018**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	0.0581	0.5868	0.7294	1.7500e-003	0.0499	9.1900e-003	0.0591	0.0142	8.4500e-003	0.0227		170.4998	170.4998	1.2400e-003		170.5259
Worker	0.1586	0.2025	2.5129	6.3900e-003	0.4918	4.3200e-003	0.4961	0.1304	3.9900e-003	0.1344		501.4837	501.4837	0.0253		502.0144
Total	0.2166	0.7892	3.2423	8.1400e-003	0.5417	0.0135	0.5552	0.1446	0.0124	0.1571		671.9835	671.9835	0.0265		672.5403

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0786	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

3.3 Building Construction - 2018**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	0.0581	0.5868	0.7294	1.7500e-003	0.0499	9.1900e-003	0.0591	0.0142	8.4500e-003	0.0227		170.4998	170.4998	1.2400e-003		170.5259
Worker	0.1588	0.2025	2.5129	6.3900e-003	0.4918	4.3200e-003	0.4961	0.1304	3.9900e-003	0.1344		501.4837	501.4837	0.0253		502.0144
Total	0.2166	0.7892	3.2423	8.1400e-003	0.5417	0.0135	0.5552	0.1446	0.0124	0.1571		671.9835	671.9835	0.0265		672.5403

3.3 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/day					
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

3.3 Building Construction - 2019**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0551	0.5414	0.7030	1.7500e-003	0.0499	8.7300e-003	0.0587	0.0142	8.0300e-003	0.0222		167.0031	167.0031	1.2200e-003		167.0286
Worker	0.1457	0.1856	2.3075	6.3700e-003	0.4918	4.2100e-003	0.4960	0.1304	3.9000e-003	0.1343		481.9354	481.9354	0.0236		482.3314
Total	0.2008	0.7270	3.0105	8.1200e-003	0.5418	0.0129	0.5547	0.1446	0.0119	0.1566		648.8385	648.8385	0.0248		649.3601

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9521	9.7557	7.5184	0.0113		0.6026	0.6026		0.5544	0.5544	0.0000	1,121,487.7	1,121,487.7	0.3548		1,128,939.1
Total	0.9521	9.7557	7.5184	0.0113		0.6026	0.6026		0.5544	0.5544	0.0000	1,121,487.7	1,121,487.7	0.3548		1,128,939.1

3.3 Building Construction - 2019**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0551	0.5414	0.7030	1.7500e-003	0.0499	8.7300e-003	0.0587	0.0142	8.0300e-003	0.0222		167.0031	167.0031	1.2200e-003		167.0286
Worker	0.1457	0.1856	2.3075	6.3700e-003	0.4918	4.2100e-003	0.4960	0.1304	3.9000e-003	0.1343		481.8354	481.8354	0.0236		482.3314
Total	0.2008	0.7270	3.0105	8.1200e-003	0.5418	0.0129	0.5547	0.1446	0.0119	0.1566		648.8385	648.8385	0.0248		649.3601

3.4 Architectural Coating - 2018**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	9.5043					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.6542	2.9700e-003		0.1506	0.1506		0.1506	0.1506		281.4485	281.4485	0.0267		282.0102
Total	9.8029	2.0058	1.6542	2.9700e-003		0.1506	0.1506		0.1506	0.1506		281.4485	281.4485	0.0267		282.0102

3.4 Architectural Coating - 2018**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	0.0324	0.0414	0.5140	1.3100e-003	0.1006	8.8000e-004	0.1015	0.0267	8.2000e-004	0.0275		102.5762	102.5762	5.1700e-003		102.6848
Total	0.0324	0.0414	0.5140	1.3100e-003	0.1006	8.8000e-004	0.1015	0.0267	8.2000e-004	0.0275		102.5762	102.5762	5.1700e-003		102.6848

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	9.5043					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506	0.0000	281.4485	281.4485	0.0267		282.0102
Total	9.8029	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506	0.0000	281.4485	281.4485	0.0267		282.0102

3.4 Architectural Coating - 2018**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	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	0.0324	0.0414	0.5140	1.3100e-003	0.1006	8.8000e-004	0.1015	0.0267	8.2000e-004	0.0275		102.5762	102.5762	5.1700e-003		102.6848
Total	0.0324	0.0414	0.5140	1.3100e-003	0.1006	8.8000e-004	0.1015	0.0267	8.2000e-004	0.0275		102.5762	102.5762	5.1700e-003		102.6848

3.4 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/day					
Archit. Coating	9.5043					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	9.7707	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288		281.4481	281.4481	0.0238		281.9473

3.4 Architectural Coating - 2019**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0298	0.0380	0.4720	1.3000e-003	0.1006	8.6000e-004	0.1015	0.0267	8.0000e-004	0.0275		98.5572	98.5572	4.8300e-003		98.6587
Total	0.0298	0.0380	0.4720	1.3000e-003	0.1006	8.6000e-004	0.1015	0.0267	8.0000e-004	0.0275		98.5572	98.5572	4.8300e-003		98.6587

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	9.5043					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	9.7707	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

3.4 Architectural Coating - 2019**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0298	0.0380	0.4720	1.3000e-003	0.1006	8.6000e-004	0.1015	0.0267	8.0000e-004	0.0275		98.5572	98.5572	4.8300e-003		98.6587
Total	0.0298	0.0380	0.4720	1.3000e-003	0.1006	8.6000e-004	0.1015	0.0267	8.0000e-004	0.0275		98.5572	98.5572	4.8300e-003		98.6587

4.0 Operational Detail - Mobile**4.1 Mitigation Measures Mobile**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.2153	3.6162	14.3671	0.0428	2.8064	0.0589	2.8653	0.7505	0.0543	0.8048		3,435.9057	3,435.9057	0.1259		3,438.5491
Unmitigated	1.2153	3.6162	14.3671	0.0428	2.8064	0.0589	2.8653	0.7505	0.0543	0.8048		3,435.9057	3,435.9057	0.1259		3,438.5491

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	355.86	386.64	327.78	1,217,346	1,217,346
Enclosed Parking with Elevator	0.00	0.00	0.00		
Total	355.86	386.64	327.78	1,217,346	1,217,346

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.80	8.40	6.90	0.00	0.00	0.00	0	0	0

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	0.000538	0.001678

5.0 Energy Detail~~2.4 Fleet Mix~~

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Install Energy Efficient Appliances

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Natural Gas Mitigated	8.8200e-003	0.0754	0.0321	4.8000e-004		6.1000e-003	6.1000e-003		6.1000e-003	6.1000e-003		96.2575	96.2575	1.8400e-003	1.7600e-003	96.8433
Natural Gas Unmitigated	0.0109	0.0930	0.0396	5.9000e-004		7.5200e-003	7.5200e-003		7.5200e-003	7.5200e-003		118.7008	118.7008	2.2800e-003	2.1800e-003	119.4232

5.2 Energy by Land Use - Natural Gas

Unmitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	1008.95	0.0109	0.0930	0.0396	5.9000e-004		7.5200e-003	7.5200e-003		7.5200e-003	7.5200e-003		118.7008	118.7008	2.2800e-003	2.1800e-003	119.4232
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0109	0.0930	0.0396	5.9000e-004		7.5200e-003	7.5200e-003		7.5200e-003	7.5200e-003		118.7008	118.7008	2.2800e-003	2.1800e-003	119.4232

5.2 Energy by Land Use - NaturalGas**Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	0.818189	8.8200e-003	0.0754	0.0321	4.8000e-004		6.1000e-003	6.1000e-003		6.1000e-003	6.1000e-003		96.2575	96.2575	1.8400e-003	1.7600e-003	96.8433
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		8.8200e-003	0.0754	0.0321	4.8000e-004		6.1000e-003	6.1000e-003		6.1000e-003	6.1000e-003		96.2575	96.2575	1.8400e-003	1.7600e-003	96.8433

6.0 Area Detail**6.1 Mitigation Measures Area**

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

Use only Natural Gas Hearths

Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.8292	0.0519	4.4854	2.4000e-004		0.0897	0.0897		0.0890	0.0890	0.0000	1,037.2049	1,037.2049	0.0276	0.0189	1,043.6340
Unmitigated	15.9573	0.4109	31.6229	0.0434		4.1495	4.1495		4.1489	4.1489	505.8136	980.0284	1,485.8420	1.5163	0.0343	1,528.3274

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1949					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.4751					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	14.1499	0.3590	27.1427	0.0432		4.1250	4.1250		4.1243	4.1243	505.8136	972.0000	1,477.8136	1.5084	0.0343	1,520.1333
Landscaping	0.1373	0.0519	4.4802	2.4000e-004		0.0245	0.0245		0.0245	0.0245		8.0284	8.0284	7.8900e-003		8.1941
Total	15.9573	0.4109	31.6229	0.0434		4.1495	4.1495		4.1489	4.1489	505.8136	980.0284	1,485.8420	1.5163	0.0343	1,528.3275

6.2 Area by SubCategory**Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1224					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.4751					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0943	0.0000	5.1500e-003	0.0000		0.0652	0.0652		0.0645	0.0645	0.0000	1,029.1765	1,029.1765	0.0197	0.0189	1,035.4399
Landscaping	0.1373	0.0519	4.4802	2.4000e-004		0.0245	0.0245		0.0245	0.0245		8.0284	8.0284	7.8900e-003		8.1941
Total	1.8292	0.0519	4.4854	2.4000e-004		0.0897	0.0897		0.0890	0.0890	0.0000	1,037.2049	1,037.2049	0.0276	0.0189	1,043.6340

7.0 Water Detail**7.1 Mitigation Measures Water**

Apply Water Conservation Strategy

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
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10.0 Vegetation

Appendix B

Greenhouse Gas Calculations

Adams Terrace Senior Housing Project
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	54.00	Dwelling Unit	0.40	62,500.00	154
Enclosed Parking with Elevator	30.00	Space	0.09	12,000.00	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 (lb/MWhr)	1227.89	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - site is approx. 0.49 acres.

Construction Phase - construction schedule per applicant.

Grading - site is approximately 0.49 acres.

Architectural Coating - Consistent with SCAQMD Rule 1113 assumed VOC content of 50 grams per liter for architectural coatings

Area Coating - Consistent with SCAQMD Rule 1113 assumed VOC content of 50 grams per liter for architectural coatings

Construction Off-road Equipment Mitigation -

Area Mitigation - Consistent with SCAQMD Rule 1113 assumed VOC content of 50 grams per liter for architectural coatings

Energy Mitigation - Buildings that are constructed in accordance with the 2013 Building and Energy Efficiency Standards are approximately 25 percent more energy efficient than the 2008 standards.

Water Mitigation -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	50.00
tblArchitecturalCoating	EF_Residential_Exterior	100.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	50
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	250	50
tblAreaMitigation	UseLowVOCPaintResidentialExteriorValue	100	50
tblConstructionPhase	NumDays	5.00	47.00
tblConstructionPhase	NumDays	100.00	308.00
tblConstructionPhase	NumDays	2.00	22.00
tblConstructionPhase	PhaseEndDate	3/12/2019	1/4/2019
tblConstructionPhase	PhaseStartDate	1/5/2019	11/1/2018
tblGrading	AcresOfGrading	0.00	0.50
tblLandUse	LandUseSquareFeet	54,000.00	62,500.00
tblLandUse	LotAcreage	1.42	0.40
tblLandUse	LotAcreage	0.27	0.09
tblProjectCharacteristics	OperationalYear	2014	2019

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017	0.0462	0.4082	0.3500	5.6000e-004	0.0212	0.0267	0.0479	7.9500e-003	0.0248	0.0328	0.0000	48.6673	48.6673	9.8700e-003	0.0000	48.8747
2018	0.3804	1.5842	1.4835	2.6000e-003	0.0715	0.0971	0.1685	0.0191	0.0896	0.1087	0.0000	219.4450	219.4450	0.0458	0.0000	220.4066
2019	0.0219	0.0248	0.0257	5.0000e-005	1.2600e-003	1.4900e-003	2.7500e-003	3.4000e-004	1.3900e-003	1.7300e-003	0.0000	3.8571	3.8571	7.4000e-004	0.0000	3.8727
Total	0.4485	2.0172	1.8592	3.2100e-003	0.0939	0.1253	0.2192	0.0274	0.1158	0.1432	0.0000	271.9695	271.9695	0.0564	0.0000	273.1540

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017	0.0462	0.4082	0.3500	5.6000e-004	0.0165	0.0267	0.0432	5.4400e-003	0.0248	0.0303	0.0000	48.6673	48.6673	9.8700e-003	0.0000	48.8747
2018	0.3804	1.5842	1.4835	2.6000e-003	0.0715	0.0971	0.1685	0.0191	0.0896	0.1087	0.0000	219.4449	219.4449	0.0458	0.0000	220.4064
2019	0.0219	0.0248	0.0257	5.0000e-005	1.2600e-003	1.4900e-003	2.7500e-003	3.4000e-004	1.3900e-003	1.7300e-003	0.0000	3.8571	3.8571	7.4000e-004	0.0000	3.8727
Total	0.4485	2.0172	1.8592	3.2100e-003	0.0892	0.1253	0.2145	0.0249	0.1158	0.1407	0.0000	271.9693	271.9693	0.0564	0.0000	273.1538

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	5.01	0.00	2.14	9.16	0.00	1.76	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										MT/yr					
Area	0.4988	0.0110	0.8993	5.7000e-004		0.0546	0.0546		0.0546	0.0546	5.7358	11.9327	17.6685	0.0180	3.9000e-004	18.1672
Energy	1.9900e-003	0.0170	7.2200e-003	1.1000e-004		1.3700e-003	1.3700e-003		1.3700e-003	1.3700e-003	0.0000	169.4017	169.4017	3.9100e-003	1.0900e-003	169.8224
Mobile	0.2024	0.8507	2.4174	6.9300e-003	0.4615	9.8800e-003	0.4714	0.1236	9.1100e-003	0.1327	0.0000	505.8725	505.8725	0.0191	0.0000	506.2743
Waste						0.0000	0.0000		0.0000	0.0000	5.0423	0.0000	5.0423	0.2980	0.0000	11.3001
Water						0.0000	0.0000		0.0000	0.0000	1.1162	39.2406	40.3568	0.1156	2.9000e-003	43.6824
Total	0.7032	0.6787	3.3239	7.6100e-003	0.4615	0.0659	0.5274	0.1236	0.0651	0.1887	11.8943	726.4475	738.3418	0.4546	4.3800e-003	749.2464

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.3099	6.4900e-003	0.5601	3.0000e-005		3.8800e-003	3.8800e-003		3.8700e-003	3.8700e-003	0.0000	12.5811	12.5811	1.1200e-003	2.1000e-004	12.6709
Energy	1.6100e-003	0.0138	5.8600e-003	9.0000e-005		1.1100e-003	1.1100e-003		1.1100e-003	1.1100e-003	0.0000	154.4018	154.4018	3.5800e-003	9.7000e-004	154.7772
Mobile	0.2024	0.6507	2.4174	6.9300e-003	0.4615	9.8800e-003	0.4714	0.1236	9.1100e-003	0.1327	0.0000	505.8725	505.8725	0.0191	0.0000	506.2743
Waste						0.0000	0.0000		0.0000	0.0000	5.0423	0.0000	5.0423	0.2980	0.0000	11.3001
Water						0.0000	0.0000		0.0000	0.0000	0.8930	30.6840	31.5770	0.0924	2.3200e-003	34.2360
Total	0.5139	0.6710	2.9834	7.0500e-003	0.4615	0.0149	0.4764	0.1236	0.0141	0.1377	5.9353	703.5393	709.4746	0.4143	3.5000e-003	719.2585

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	26.92	1.13	10.25	7.36	0.00	77.43	9.67	0.00	78.36	27.03	50.10	3.15	3.91	8.87	20.09	4.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Grading	Grading	10/1/2017	10/31/2017	5	22	
2	Building Construction	Building Construction	11/1/2017	1/4/2019	5	308	
3	Architectural Coating	Architectural Coating	11/1/2018	1/4/2019	5	47	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0.5

Acres of Paving: 0

Residential Indoor: 126,563; Residential Outdoor: 42,188; Non-Residential Indoor: 18,000; Non-Residential Outdoor: 6,000 (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
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

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
Grading	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	44.00	8.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	9.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Clean Paved Roads

3.2 Grading - 2017**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					8.5500e-003	0.0000	8.5500e-003	4.5800e-003	0.0000	4.5800e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0133	0.1152	0.0944	1.3000e-004		7.9900e-003	7.9900e-003		7.6200e-003	7.6200e-003	0.0000	11.8133	11.8133	2.3300e-003	0.0000	11.8622
Total	0.0133	0.1152	0.0944	1.3000e-004	8.5500e-003	7.9900e-003	0.0165	4.5800e-003	7.6200e-003	0.0122	0.0000	11.8133	11.8133	2.3300e-003	0.0000	11.8622

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.3000e-004	6.3000e-004	6.6100e-003	2.0000e-005	1.2100e-003	1.0000e-005	1.2200e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.1321	1.1321	6.0000e-005	0.0000	1.1334
Total	4.3000e-004	6.3000e-004	6.6100e-003	2.0000e-005	1.2100e-003	1.0000e-005	1.2200e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.1321	1.1321	6.0000e-005	0.0000	1.1334

3.2 Grading - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					3.8500e-003	0.0000	3.8500e-003	2.0600e-003	0.0000	2.0600e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0133	0.1152	0.0944	1.3000e-004		7.9900e-003	7.9900e-003		7.6200e-003	7.6200e-003	0.0000	11.8133	11.8133	2.3300e-003	0.0000	11.8622
Total	0.0133	0.1152	0.0944	1.3000e-004	3.8500e-003	7.9900e-003	0.0118	2.0600e-003	7.6200e-003	9.6800e-003	0.0000	11.8133	11.8133	2.3300e-003	0.0000	11.8622

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.3000e-004	6.3000e-004	6.6100e-003	2.0000e-005	1.2100e-003	1.0000e-005	1.2200e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.1321	1.1321	6.0000e-005	0.0000	1.1334
Total	4.3000e-004	6.3000e-004	6.6100e-003	2.0000e-005	1.2100e-003	1.0000e-005	1.2200e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.1321	1.1321	6.0000e-005	0.0000	1.1334

3.3 Building Construction - 2017**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0274	0.2725	0.1729	2.4000e-004		0.0184	0.0184		0.0169	0.0169	0.0000	22.6160	22.6160	6.9300e-003	0.0000	22.7616
Total	0.0274	0.2725	0.1729	2.4000e-004		0.0184	0.0184		0.0169	0.0169	0.0000	22.6160	22.6160	6.9300e-003	0.0000	22.7616

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.4100e-003	0.0143	0.0193	4.0000e-005	1.0600e-003	2.1000e-004	1.2700e-003	3.0000e-004	1.9000e-004	4.9000e-004	0.0000	3.3695	3.3695	2.0000e-005	0.0000	3.3701
Worker	3.7000e-003	5.4600e-003	0.0568	1.3000e-004	0.0104	1.0000e-004	0.0105	2.7500e-003	9.0000e-005	2.8400e-003	0.0000	9.7363	9.7363	5.3000e-004	0.0000	9.7475
Total	5.1100e-003	0.0198	0.0762	1.7000e-004	0.0114	3.1000e-004	0.0117	3.0500e-003	2.8000e-004	3.3300e-003	0.0000	13.1059	13.1059	5.5000e-004	0.0000	13.1175

3.3 Building Construction - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0274	0.2725	0.1729	2.4000e-004		0.0184	0.0184		0.0169	0.0169	0.0000	22.6160	22.6160	6.9300e-003	0.0000	22.7615
Total	0.0274	0.2725	0.1729	2.4000e-004		0.0184	0.0184		0.0169	0.0169	0.0000	22.6160	22.6160	6.9300e-003	0.0000	22.7615

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.4100e-003	0.0143	0.0193	4.0000e-005	1.0600e-003	2.1000e-004	1.2700e-003	3.0000e-004	1.9000e-004	4.9000e-004	0.0000	3.3695	3.3695	2.0000e-005	0.0000	3.3701
Worker	3.7000e-003	5.4600e-003	0.0568	1.3000e-004	0.0104	1.0000e-004	0.0105	2.7500e-003	9.0000e-005	2.8400e-003	0.0000	9.7363	9.7363	5.3000e-004	0.0000	9.7475
Total	5.1100e-003	0.0198	0.0762	1.7000e-004	0.0114	3.1000e-004	0.0117	3.0500e-003	2.8000e-004	3.3300e-003	0.0000	13.1059	13.1059	5.5000e-004	0.0000	13.1175

3.3 Building Construction - 2018**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1408	1.4300	1.0080	1.4800e-003		0.0921	0.0921		0.0847	0.0847	0.0000	134.9913	134.9913	0.0420	0.0000	135.8738
Total	0.1408	1.4300	1.0080	1.4800e-003		0.0921	0.0921		0.0847	0.0847	0.0000	134.9913	134.9913	0.0420	0.0000	135.8738

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	8.0400e-003	0.0900	0.1127	2.3000e-004	6.4100e-003	1.2000e-003	7.6100e-003	1.8300e-003	1.1100e-003	2.9300e-003	0.0000	20.1144	20.1144	1.5000e-004	0.0000	20.1175
Worker	0.0202	0.0301	0.3124	8.0000e-004	0.0629	5.6000e-004	0.0635	0.0167	5.2000e-004	0.0172	0.0000	56.9313	56.9313	2.9900e-003	0.0000	56.9941
Total	0.0282	0.1101	0.4251	1.0300e-003	0.0693	1.7600e-003	0.0711	0.0185	1.6300e-003	0.0202	0.0000	77.0457	77.0457	3.1400e-003	0.0000	77.1116

3.3 Building Construction - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1408	1.4300	1.0080	1.4800e-003		0.0921	0.0921		0.0847	0.0847	0.0000	134.9912	134.9912	0.0420	0.0000	135.8737
Total	0.1408	1.4300	1.0080	1.4800e-003		0.0921	0.0921		0.0847	0.0847	0.0000	134.9912	134.9912	0.0420	0.0000	135.8737

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	8.0400e-003	0.0800	0.1127	2.3000e-004	6.4100e-003	1.2000e-003	7.6100e-003	1.8300e-003	1.1100e-003	2.9300e-003	0.0000	20.1144	20.1144	1.5000e-004	0.0000	20.1175
Worker	0.0202	0.0301	0.3124	8.0000e-004	0.0629	5.6000e-004	0.0635	0.0167	5.2000e-004	0.0172	0.0000	56.9313	56.9313	2.9900e-003	0.0000	56.9941
Total	0.0282	0.1101	0.4251	1.0300e-003	0.0693	1.7600e-003	0.0711	0.0185	1.6300e-003	0.0202	0.0000	77.0457	77.0457	3.1400e-003	0.0000	77.1116

3.3 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	tons/yr										MT/yr					
Off-Road	1.9000e-003	0.0195	0.0150	2.0000e-005		1.2100e-003	1.2100e-003		1.1100e-003	1.1100e-003	0.0000	2.0348	2.0348	6.4000e-004	0.0000	2.0483
Total	1.9000e-003	0.0195	0.0150	2.0000e-005		1.2100e-003	1.2100e-003		1.1100e-003	1.1100e-003	0.0000	2.0348	2.0348	6.4000e-004	0.0000	2.0483

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.2000e-004	1.1300e-003	1.6700e-003	0.0000	1.0000e-004	2.0000e-005	1.2000e-004	3.0000e-005	2.0000e-005	4.0000e-005	0.0000	0.3019	0.3019	0.0000	0.0000	0.3020
Worker	2.8000e-004	4.2000e-004	4.3900e-003	1.0000e-005	9.6000e-004	1.0000e-005	9.7000e-004	2.6000e-004	1.0000e-005	2.6000e-004	0.0000	0.8383	0.8383	4.0000e-005	0.0000	0.8392
Total	4.0000e-004	1.5500e-003	6.0600e-003	1.0000e-005	1.0600e-003	3.0000e-005	1.0900e-003	2.9000e-004	3.0000e-005	3.0000e-004	0.0000	1.1402	1.1402	4.0000e-005	0.0000	1.1412

3.3 Building Construction - 2019**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	1.9000e-003	0.0195	0.0150	2.0000e-005		1.2100e-003	1.2100e-003		1.1100e-003	1.1100e-003	0.0000	2.0348	2.0348	6.4000e-004	0.0000	2.0483
Total	1.9000e-003	0.0195	0.0150	2.0000e-005		1.2100e-003	1.2100e-003		1.1100e-003	1.1100e-003	0.0000	2.0348	2.0348	6.4000e-004	0.0000	2.0483

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.2000e-004	1.1300e-003	1.6700e-003	0.0000	1.0000e-004	2.0000e-005	1.2000e-004	3.0000e-005	2.0000e-005	4.0000e-005	0.0000	0.3019	0.3019	0.0000	0.0000	0.3020
Worker	2.8000e-004	4.2000e-004	4.3900e-003	1.0000e-005	9.6000e-004	1.0000e-005	9.7000e-004	2.6000e-004	1.0000e-005	2.6000e-004	0.0000	0.8383	0.8383	4.0000e-005	0.0000	0.8392
Total	4.0000e-004	1.5500e-003	6.0600e-003	1.0000e-005	1.0600e-003	3.0000e-005	1.0900e-003	2.9000e-004	3.0000e-005	3.0000e-004	0.0000	1.1402	1.1402	4.0000e-005	0.0000	1.1412

3.4 Architectural Coating - 2018**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.2043					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.4200e-003	0.0431	0.0399	6.0000e-005		3.2400e-003	3.2400e-003		3.2400e-003	3.2400e-003	0.0000	5.4895	5.4895	5.2000e-004	0.0000	5.5005
Total	0.2108	0.0431	0.0399	6.0000e-005		3.2400e-003	3.2400e-003		3.2400e-003	3.2400e-003	0.0000	5.4895	5.4895	5.2000e-004	0.0000	5.5005

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.8000e-004	1.0100e-003	0.0105	3.0000e-005	2.1200e-003	2.0000e-005	2.1400e-003	5.6000e-004	2.0000e-005	5.8000e-004	0.0000	1.9185	1.9185	1.0000e-004	0.0000	1.9207
Total	6.8000e-004	1.0100e-003	0.0105	3.0000e-005	2.1200e-003	2.0000e-005	2.1400e-003	5.6000e-004	2.0000e-005	5.8000e-004	0.0000	1.9185	1.9185	1.0000e-004	0.0000	1.9207

3.4 Architectural Coating - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.2043					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.4200e-003	0.0431	0.0399	6.0000e-005		3.2400e-003	3.2400e-003		3.2400e-003	3.2400e-003	0.0000	5.4895	5.4895	5.2000e-004	0.0000	5.5005
Total	0.2108	0.0431	0.0399	6.0000e-005		3.2400e-003	3.2400e-003		3.2400e-003	3.2400e-003	0.0000	5.4895	5.4895	5.2000e-004	0.0000	5.5005

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.8000e-004	1.0100e-003	0.0105	3.0000e-005	2.1200e-003	2.0000e-005	2.1400e-003	5.6000e-004	2.0000e-005	5.8000e-004	0.0000	1.9185	1.9185	1.0000e-004	0.0000	1.9207
Total	6.8000e-004	1.0100e-003	0.0105	3.0000e-005	2.1200e-003	2.0000e-005	2.1400e-003	5.6000e-004	2.0000e-005	5.8000e-004	0.0000	1.9185	1.9185	1.0000e-004	0.0000	1.9207

3.4 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	tons/yr										MT/yr					
Archit. Coating	0.0190					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.3000e-004	3.6700e-003	3.6800e-003	1.0000e-005		2.6000e-004	2.6000e-004		2.6000e-004	2.6000e-004	0.0000	0.5107	0.5107	4.0000e-005	0.0000	0.5116
Total	0.0195	3.6700e-003	3.6800e-003	1.0000e-005		2.6000e-004	2.6000e-004		2.6000e-004	2.6000e-004	0.0000	0.5107	0.5107	4.0000e-005	0.0000	0.5116

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.0000e-005	9.0000e-005	9.0000e-004	0.0000	2.0000e-004	0.0000	2.0000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1715	0.1715	1.0000e-005	0.0000	0.1717
Total	6.0000e-005	9.0000e-005	9.0000e-004	0.0000	2.0000e-004	0.0000	2.0000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1715	0.1715	1.0000e-005	0.0000	0.1717

3.4 Architectural Coating - 2019**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0190					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.3000e-004	3.6700e-003	3.6800e-003	1.0000e-005		2.6000e-004	2.6000e-004		2.6000e-004	2.6000e-004	0.0000	0.5107	0.5107	4.0000e-005	0.0000	0.5116
Total	0.0195	3.6700e-003	3.6800e-003	1.0000e-005		2.6000e-004	2.6000e-004		2.6000e-004	2.6000e-004	0.0000	0.5107	0.5107	4.0000e-005	0.0000	0.5116

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.0000e-005	9.0000e-005	9.0000e-004	0.0000	2.0000e-004	0.0000	2.0000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1715	0.1715	1.0000e-005	0.0000	0.1717
Total	6.0000e-005	9.0000e-005	9.0000e-004	0.0000	2.0000e-004	0.0000	2.0000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1715	0.1715	1.0000e-005	0.0000	0.1717

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.2024	0.6507	2.4174	6.9300e-003	0.4615	9.8800e-003	0.4714	0.1236	9.1100e-003	0.1327	0.0000	505.8725	505.8725	0.0191	0.0000	506.2743
Unmitigated	0.2024	0.6507	2.4174	6.9300e-003	0.4615	9.8800e-003	0.4714	0.1236	9.1100e-003	0.1327	0.0000	505.8725	505.8725	0.0191	0.0000	506.2743

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	355.86	386.64	327.78	1,217,346	1,217,346
Enclosed Parking with Elevator	0.00	0.00	0.00		
Total	355.86	386.64	327.78	1,217,346	1,217,346

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

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

5.4 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Install Energy Efficient Appliances

	ROG	NO _x	CO	SO ₂	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	138.4653	138.4653	3.2700e-003	6.8000e-004	138.7437
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	149.7495	149.7495	3.5400e-003	7.3000e-004	150.0506
Natural Gas Mitigated	1.6100e-003	0.0138	5.8600e-003	9.0000e-005		1.1100e-003	1.1100e-003		1.1100e-003	1.1100e-003	0.0000	15.9365	15.9365	3.1000e-004	2.9000e-004	16.0335
Natural Gas Unmitigated	1.9900e-003	0.0170	7.2200e-003	1.1000e-004		1.3700e-003	1.3700e-003		1.3700e-003	1.3700e-003	0.0000	19.6523	19.6523	3.8000e-004	3.6000e-004	19.7719

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Apartments Mid Rise	368269	1.9900e-003	0.0170	7.2200e-003	1.1000e-004		1.3700e-003	1.3700e-003		1.3700e-003	1.3700e-003	0.0000	19.6523	19.6523	3.8000e-004	3.6000e-004	19.7719
Total		1.9900e-003	0.0170	7.2200e-003	1.1000e-004		1.3700e-003	1.3700e-003		1.3700e-003	1.3700e-003	0.0000	19.6523	19.6523	3.8000e-004	3.6000e-004	19.7719

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	298539	1.6100e-003	0.0138	5.8600e-003	9.0000e-005		1.1100e-003	1.1100e-003		1.1100e-003	1.1100e-003	0.0000	15.9365	15.9365	3.1000e-004	2.9000e-004	16.0335
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		1.6100e-003	0.0138	5.8600e-003	9.0000e-005		1.1100e-003	1.1100e-003		1.1100e-003	1.1100e-003	0.0000	15.9365	15.9365	3.1000e-004	2.9000e-004	16.0335

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	187989	104.7024	2.4700e-003	5.1000e-004	104.9129
Enclosed Parking with Elevator	80880	45.0471	1.0600e-003	2.2000e-004	45.1376
Total		149.7495	3.5300e-003	7.3000e-004	150.0506

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	179488	99.9681	2.3600e-003	4.9000e-004	100.1691
Enclosed Parking with Elevator	69120	38.4972	9.1000e-004	1.9000e-004	38.5746
Total		138.4653	3.2700e-003	6.8000e-004	138.7437

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

Use only Natural Gas Hearths

Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.3099	6.4900e-003	0.5601	3.0000e-005		3.8800e-003	3.8800e-003		3.8700e-003	3.8700e-003	0.0000	12.5911	12.5911	1.1200e-003	2.1000e-004	12.6709
Unmitigated	0.4988	0.0110	0.8993	5.7000e-004		0.0546	0.0546		0.0546	0.0546	5.7358	11.9327	17.6685	0.0180	3.9000e-004	18.1672

6.2 Area by SubCategory**Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0356					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2692					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.1769	4.4900e-003	0.3393	5.4000e-004		0.0516	0.0516		0.0516	0.0516	5.7358	11.0223	16.7581	0.0171	3.9000e-004	17.2380
Landscaping	0.0172	6.4900e-003	0.5600	3.0000e-005		3.0700e-003	3.0700e-003		3.0700e-003	3.0700e-003	0.0000	0.9104	0.9104	8.9000e-004	0.0000	0.9292
Total	0.4988	0.0110	0.8993	5.7000e-004		0.0546	0.0546		0.0546	0.0546	5.7358	11.9327	17.6685	0.0180	3.9000e-004	18.1672

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0223					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2692					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	1.1800e-003	0.0000	6.0000e-005	0.0000		8.1000e-004	8.1000e-004		8.1000e-004	8.1000e-004	0.0000	11.6707	11.6707	2.2000e-004	2.1000e-004	11.7417
Landscaping	0.0172	6.4900e-003	0.5600	3.0000e-005		3.0700e-003	3.0700e-003		3.0700e-003	3.0700e-003	0.0000	0.9104	0.9104	8.9000e-004	0.0000	0.9292
Total	0.3099	6.4900e-003	0.5601	3.0000e-005		3.8800e-003	3.8800e-003		3.8800e-003	3.8800e-003	0.0000	12.5811	12.5811	1.1100e-003	2.1000e-004	12.6709

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	31.5770	0.0924	2.3200e-003	34.2360
Unmitigated	40.3568	0.1156	2.9000e-003	43.6824

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	3.51832 / 2.21807	40.3568	0.1156	2.9000e-003	43.6824
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		40.3568	0.1156	2.9000e-003	43.6824

7.2 Water by Land Use**Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	2.81465 / 1.77446	31.5770	0.0924	2.3200e-003	34.2360
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		31.5770	0.0924	2.3200e-003	34.2360

8.0 Waste Detail**8.1 Mitigation Measures Waste****Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	5.0423	0.2980	0.0000	11.3001
Unmitigated	5.0423	0.2980	0.0000	11.3001

8.2 Waste by Land Use**Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	24.84	5.0423	0.2980	0.0000	11.3001
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Total		5.0423	0.2980	0.0000	11.3001

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	24.84	5.0423	0.2980	0.0000	11.3001
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Total		5.0423	0.2980	0.0000	11.3001

9.0 Operational Offroad

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



GABRIELEÑO BAND OF MISSION INDIANS – KIZH NATION
Historically known as The San Gabriel Band of Mission Indians
Recognized by the State of California as the aboriginal tribe of the Los Angeles basin

Dear Moira Gomez,
Administrative Clerk for Michelle Singh

Subject: 4339 W. Adams Blvd West Adams – Baldwin Hills - Leimert

"The project locale lies in an area where the Ancestral & traditional territories of the Kizh(Kitc) Gabrieleño villages, adjoined and overlapped with each other, at least during the Late Prehistoric and Protohistoric Periods. The homeland of the Kizh (Kitc) Gabrieleños , probably the most influential Native American group in aboriginal southern California (Bean and Smith 1978a:538), was centered in the Los Angeles Basin, and reached as far east as the San Bernardino-Riverside area. The homeland of the Serranos was primarily the San Bernardino Mountains, including the slopes and lowlands on the north and south flanks. Whatever the linguistic affiliation, Native Americans in and around the project area exhibited similar organization and resource procurement strategies. Villages were based on clan or lineage groups. Their home/ base sites are marked by midden deposits, often with bedrock mortars. During their seasonal rounds to exploit plant resources, small groups would migrate within their traditional territory in search of specific plants and animals. Their gathering strategies often left behind signs of special use sites, usually grinding slicks on bedrock boulders, at the locations of the resources. Therefore in order to protect our resources we're requesting one of our experienced & certified Native American monitors to be on site during any & all ground disturbances (this includes but is not limited to pavement removal, pot-holing or auguring, boring, grading, excavation and trenching).

In all cases, when the NAHC states there are "No" records of sacred sites" in the subject area; they always refer the contractors back to the Native American Tribes whose tribal territory the project area is in. This is due to the fact, that the NAHC is only aware of general information on each California NA Tribe they are "NOT" the "experts" on our Tribe. Our Elder Committee & Tribal Historians are the experts and is the reason why the NAHC will always refer contractors to the local tribes.

In addition, we are also often told that an area has been previously developed or disturbed and thus there are no concerns for cultural resources and thus minimal impacts would be expected. I have two major recent examples of how similar statements on other projects were proven very inadequate. An archaeological study claimed there would be no impacts to an area adjacent to the Plaza Church at Olvera Street, the original Spanish settlement of Los Angeles, now in downtown Los Angeles. In fact, this site was the Gabrieleno village of Yangna long before it became what it is now today. The new development wrongfully began their construction and they, in the process, dug up and desecrated 118 burials. The area that was dismissed as culturally sensitive was in fact the First Cemetery of Los Angeles where it had been well documented at the Huntington Library that 400 of our Tribe's ancestors were buried there along with the founding families of Los Angeles (Pico's, Sepulveda's, and Alvarado's to name a few). In addition, there was another inappropriate study for the development of a new sports complex at Fedde Middle School in the City of Hawaiian Gardens could commence. Again, a village and burial site were desecrated despite their mitigation measures. Thankfully, we were able to work alongside the school district to quickly and respectfully mitigate a mutually beneficial resolution.

Given all the above, the proper thing to do for your project would be for our Tribe to monitor ground disturbing construction work. Native American monitors and/or consultant can see that cultural resources are treated appropriately from the Native American point of view. Because we are the lineal descendants of the vast area of Los Angeles and Orange Counties, we hold sacred the ability to protect what little of our culture remains. We thank you for taking seriously your role and responsibility in assisting us in preserving our culture.

With respect,

Please contact our office regarding this project to coordinate a Native American Monitor to be present. Thank You

Andrew Salas, Chairman

Andrew Salas, Chairman

Nadine Salas, Vice-Chairman

Christina Swindall Martinez, secretary

Albert Perez, treasurer I

Martha Gonzalez Lemos, treasurer II

Richard Gradias, Chairman of the council of Elders

PO Box 393 Covina, CA 91723
gabrielenoindians@yahoo.com

www.gabrielenoindians@yahoo.com

Addendum: clarification regarding some confusions regarding consultation under AB52:

AB52 clearly states that consultation must occur with tribes that claim traditional and cultural affiliation with a project site. Unfortunately, this statement has been left open to interpretation so much that neighboring tribes are claiming affiliation with projects well outside their traditional tribal territory. The territories of our surrounding Native American tribes such as the Luiseno, Chumash, and Cahuilla tribal entities. Each of our tribal territories has been well defined by historians, ethnographers, archaeologists, and ethnographers – a list of resources we can provide upon request. Often, each Tribe as well educates the public on their very own website as to the definition of their tribal boundaries. You may have received a consultation request from another Tribe. However we are responding because your project site lies within our Ancestral tribal territory, which, again, has been well documented. What does Ancestrally or Ancestral mean? The people who were in your family in past times, Of, belonging to, inherited from, or denoting an ancestor or ancestors <http://www.thefreedictionary.com/ancestral>. . If you have questions regarding the validity of the “traditional and cultural affiliation” of another Tribe, we urge you to contact the Native American Heritage Commission directly. Section 5 section 21080.3.1 (c) states “...the Native American Heritage Commission shall assist the lead agency in identifying the California Native American tribes that are traditionally and culturally affiliated with the project area.” In addition, please see the map below.

CC: NAHC

APPENDIX 1: Map 1-2; Bean and Smith 1978 map.

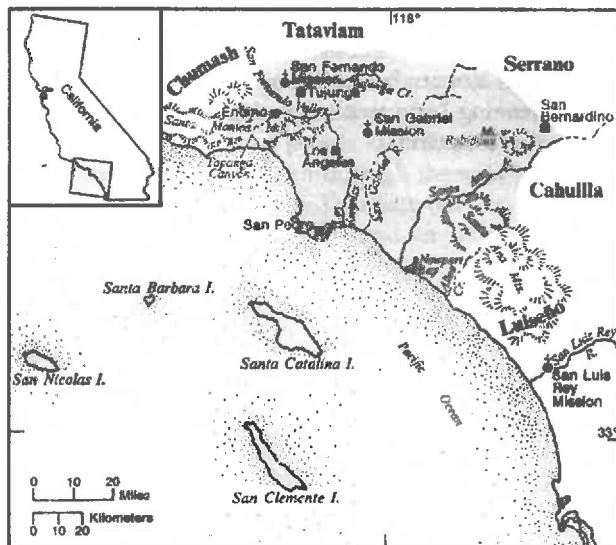


Fig. 1. Tribal territory.

The United States National Museum's Map of Gabrielino Territory:

Bean, Lowell John and Charles R. Smith
1978 Gabrielino IN *Handbook of North American Indians*,
California, Vol. 8, edited by R.F. Heizer, Smithsonian
Institution Press, Washington, D.C., pp. 538-549

Andrew Salas, Chairman

Albert Perez, treasurer I

Nadine Salas, Vice-Chairman

Martha Gonzalez Lemos, treasurer II

Christina Swindall Martinez, secretary

Richard Gradias, Chairman of the council of Elders

TO BE VERIFIED BY CITY PLANNING STAFF PRIOR TO DOT REVIEW
PROJECT INFORMATION

Case Number: CEN16-44924

Project Address: 4339-4355 W. Adams Boulevard 90018

Project Description: Construction of 54 residential units (53 Restricted Affordable and on manager's unit) for Senior Citizens, the 5-story, 56 feet in height building to include 29 at grade parking spaces.

TO BE COMPLETED BY DOT STAFF:
TRIP GENERATION CALCULATION

	Land Use (list each use)	Size / Unit	Daily Trips	AM Peak Hour Trips	PM Peak Hour Trips
Proposed					
	Senior Apartments	54 Units	186	11	14
	Total new trips:		186	11	14
Existing					
	None	-	0	0	0
	Total existing trips:		0	0	0
	Net Increase / Decrease (+ or -)		186	11	14

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 ☐

No ☒

Fee Calculation:

Traffic Study Required:

Yes ☐

No ☒

Prepared by DOT Staff:

Name: Weston Pringle

Phone: 213-972-8482

Signature:



Date: 09/22/16

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

Biology

IV-90 Tree Removal (Public Right-of-Way)

- Removal of trees in the public right-of-way requires approval by the Board of Public Works.
- The required Tree Report shall include the location, size, type, and condition of all existing trees in the adjacent public right-of-way and shall be submitted for review and approval by the Urban Forestry Division of the Bureau of Street Services, Department of Public Works (213-847-3077).
- The plan shall contain measures recommended by the tree expert for the preservation of as many trees as possible. Mitigation measures such as replacement by a minimum of 24-inch box trees in the parkway and on the site, on a 1:1 basis, shall be required for the unavoidable loss of significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) trees in the public right-of-way.
- All trees in the public right-of-way shall be provided per the current Urban Forestry Division standards.

Enforcement Agency: Board of Public Works

Monitoring Agency: Board of Public Works Urban Forestry Division

Monitoring Phase: Pre-Construction, Construction

Monitoring Frequency: Once during plan check, once during field inspection

Action Indicating Compliance: Issuance of Certificate of Occupancy

Geology and Soils

VI-20 Erosion/Grading/Short-Term Construction Impacts

Short-term erosion impacts may result from the construction of the proposed project. However, these impacts can be mitigated to a less than significant level by the following measures:

- The applicant shall provide a staked signage at the site with a minimum of 3-inch lettering containing contact information for the Senior Street Use Inspector (Department of Public Works), the Senior Grading Inspector (LADBS) and the hauling or general contractor.

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 construction

Action Indicating Compliance: Issuance of Certificate of Occupancy or Land Use Permit

Mandatory Findings of Significance

XVIII-10 Cumulative Impacts

There may be environmental impacts which are individually limited, but significant when viewed in connection with the effects of past projects, other current projects, and probable future projects. However, these cumulative impacts will be mitigated to a less than significant level through compliance with the above mitigation measures.

XVIII-20 Effects on Human Beings

The project has potential environmental effects which cause substantial adverse effects on human beings, either directly or indirectly. However, these potential impacts will be mitigated to a less than significant level through compliance with the above mitigation measures.

XVIII-30 End

The conditions outlined in this proposed mitigated negative declaration which are not already required by law shall be required as condition(s) of approval by the decision-making body except as noted on the face page of this document. Therefore, it is concluded that no significant impacts are apparent which might result from this project's implementation.

Regulatory Compliance Measures

In addition to the Mitigation Measures required of the project, and any proposed Project Design Features, the applicant shall also adhere to any applicable Regulatory Compliance Measures required by law. Listed below is a list of often required Regulatory Compliance Measures. Please note that requirements are determined on a case by case basis, and these are an example of the most often required Regulatory Compliance Measures.

AESTHETICS

- **Regulatory Compliance Measure RC-AE-1 (Hillside): Compliance with Baseline Hillside Ordinance.** To ensure consistency with the Baseline Hillside Ordinance, the project shall comply with the City's Hillside Development Guidelines, including but not limited to setback requirements, residential floor area maximums, height limits, lot coverage and grading restrictions.
- **Regulatory Compliance Measure RC-AE-2 (LA River): Compliance with provisions of the Los Angeles River Improvement Overlay District.** The project shall comply with development regulations set forth in Section 13.17.F of the Los Angeles Municipal Code as applicable, including but not necessarily limited to, landscaping, screening/fencing, and exterior site lighting.
- **Regulatory Compliance Measure RC-AE-3 (Vandalism): Compliance with provisions of the Los Angeles Building Code.** The project shall comply with all applicable building code requirements, including the following:
 - Every building, structure, or portion thereof, shall be maintained in a safe and sanitary condition and good repair, and free from, debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to Municipal Code Section 91.8104.
 - The exterior of all buildings and fences shall be free from graffiti when such graffiti is visible from a street or alley, pursuant to Municipal Code Section 91.8104.15.
- **Regulatory Compliance Measure RC-AE-4 (Signage): Compliance with provisions of the Los Angeles Building Code.** The project shall comply with the Los Angeles Municipal Code Section 91.6205, including on-site signage maximums and multiple temporary sign restrictions, as applicable.
- **Regulatory Compliance Measure RC-AE-5 (Signage on Construction Barriers): Compliance with provisions of the Los Angeles Building Code.** The project shall comply with the Los Angeles Municipal Code Section 91.6205, including but not limited to the following provisions:
 - The applicant shall affix or paint a plainly visible sign, on publically accessible portions of the construction barriers, with the following language: "POST NO BILLS".
 - Such language shall appear at intervals of no less than 25 feet along the length of the publically accessible portions of the barrier.
 - The applicant shall be responsible for maintaining the visibility of the required signage and for maintaining the construction barrier free and clear of any unauthorized signs within 48 hours of occurrence.

AIR QUALITY

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

- All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.
 - The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.
 - All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.
 - All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
 - All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
 - General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
 - Trucks having no current hauling activity shall not idle but be turned off.
- **Regulatory Compliance Measure RC-AQ-2:** In accordance with Sections 2485 in Title 13 of the California Code of Regulations, the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) during construction shall be limited to five minutes at any location.
 - **Regulatory Compliance Measure RC-AQ-3:** In accordance with Section 93115 in Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emission standards.
 - **Regulatory Compliance Measure RC-AQ-4:** The Project shall comply with South Coast Air Quality Management District Rule 1113 limiting the volatile organic compound content of architectural coatings.
 - **Regulatory Compliance Measure RC-AQ-5:** The Project shall install odor-reducing equipment in accordance with South Coast Air Quality Management District Rule 1138.
 - **Regulatory Compliance Measure RC-AQ-6:** New on-site facility nitrogen oxide emissions shall be minimized through the use of emission control measures (e.g., use of best available control technology for new combustion sources such as boilers and water heaters) as required by South Coast Air Quality Management District Regulation XIII, New Source Review.
 - **Regulatory Compliance Measure RC-AQ-7 (Spray Painting): Compliance with provisions of the SCAQMD District Rule 403.** The project shall comply with all applicable rules of the Southern California Air Quality Management District, including the following:
 - All spray painting shall be conducted within an SCAQMD-approved spray paint booth featuring approved ventilation and air filtration system.
 - Prior to the issuance of a building permit, use of land, or change of use to permit spray painting, certification of compliance with SCAQMD air pollution regulations shall be submitted to the Department of Building and Safety.
 - **Regulatory Compliance Measure RC-AQ-8 (Wireless Facilities):** If rated higher than 50 brake horsepower (bhp), permit required in accordance with SCAQMD Rule 1470 - Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Initial Engines and SCAQMD Rule 1110.2 - Emissions from Gaseous- and Liquid- Field Engines.

BIOLOGY

- **(Duplicate of WQ Measure) Regulatory Compliance Measure RC-WQ-5 (Alteration of a State or Federal Watercourse):** The project shall comply with the applicable sections of the federal Clean Water Act (CWA) and California's Porter Cologne Water Quality Control Act (Porter Cologne). Prior to the issuance of any grading, use of land, or building permit which may affect an existing watercourse, the applicant shall consult with the following agencies and obtain all necessary permits and/or authorizations, to the satisfaction of the Department of Building and Safety. Compliance shall be determined through written communication from each jurisdictional agency, a copy of which shall be submitted to the Environmental Review case file for reference:
 - *United States Army Corps of Engineers.* The applicant shall obtain a Jurisdictional Determination (preliminary or approved), or a letter otherwise indicating that no permit is required. Contact: Aaron O. Allen, Chief - North Coast Branch, Regulatory Division, 805-585-2148.
 - *State Water Resources Control Board.* The applicant shall consult with the 401 Certification and Wetlands Unit and obtain all necessary permits and/or authorizations, or a letter otherwise indicating that no permit is required. Contact: 401 Certification and Wetlands Unit, Los Angeles Region, 320 W 4th Street, #200, Los Angeles, CA 90013, (213) 576-6600.
 - *California Department of Fish and Wildlife.* The applicant shall consult with the Lake and Streambed Alteration Agreement Program and obtain a Streambed Alteration Agreement, or a letter otherwise indicating that no permit is required. Contact: LSAA Program, 4949 Viewridge Avenue, San Diego, CA 92123, (858) 636-3160.

CULTURAL RESOURCES

- **Regulatory Compliance Measure RC-CR-1 (Designated Historic-Cultural Resource): Compliance with United States Department of the Interior – National Park Service – Secretary of the Interior's Standards for the Treatment of Historic Properties.** The project shall comply with the Secretary of the Interior's Standards for Historical Resources, including but not limited to the following measures:
 - Prior to the issuance of any permit, the project shall obtain clearance from the Department of Cultural Affairs for the proposed work.
 - A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.
 - The historic character of a property shall be retained and preserved. The removal of historic material or alteration of features and spaces shall be avoided.
 - Each property shall 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 buildings, shall not be undertaken.
 - Most properties change over time; those changes that have acquired significance in their own right shall be retained and preserved.
- **Regulatory Compliance Measure RC-CR-2 (Archaeological):** If archaeological resources are discovered during excavation, grading, or construction activities, work shall cease in the area of the find until a qualified archaeologist has evaluated the find in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Personnel of the proposed Modified Project shall not collect or move any archaeological materials and associated materials. Construction activity may continue unimpeded on other portions of the Project site. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2.
 - Distinctive features, finishes and construction techniques or examples of skilled craftsmanship which characterize an historic property shall be preserved.

- Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive historic feature, the new feature shall match the old in design, color, texture, and other visual qualities, and where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.
 - Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.
 - Significant archaeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.
 - New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.
 - New additions and adjacent or related new construction shall 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.
- **Regulatory Compliance Measure RC-CR-3 (Paleontological):** If paleontological resources are discovered during excavation, grading, or construction, the City of Los Angeles Department of Building and Safety shall be notified immediately, and all work shall cease in the area of the find until a qualified paleontologist evaluates the find. Construction activity may continue unimpeded on other portions of the Project site. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2.
 - **Regulatory Compliance Measure CR-4 (Human Remains):** If human remains are encountered unexpectedly during construction demolition and/or grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to California Public Resources Code (PRC) Section 5097.98. In the event that human remains are discovered during excavation activities, the following procedure shall be observed:
 - Stop immediately and contact the County Coroner:
1104 N. Mission Road
Los Angeles, CA 90033
323-343-0512 (8 a.m. to 5 p.m. Monday through Friday) or
323-343-0714 (After Hours, Saturday, Sunday, and Holidays)

If the remains are determined to be of Native American descent, the Coroner has 24 hours to notify the Native American Heritage Commission (NAHC).

The NAHC will immediately notify the person it believes to be the most likely descendent of the deceased Native American.

- The most likely descendent has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods.
- If the owner does not accept the descendant's recommendations, the owner or the descendent may request mediation by the NAHC.

GEOLOGY AND SOILS

- **Regulatory Compliance Measure RC-GEO-1 (Seismic):** The design and construction of the project shall conform to the California Building Code seismic standards as approved by the Department of Building and Safety.
- **Regulatory Compliance Measure RC-GEO-2 (Hillside Grading Area):** The grading plan shall conform with the City's Landform Grading Manual guidelines, subject to approval by the Advisory Agency and the Department of Building and Safety's Grading Division. Appropriate erosion control and drainage devices shall be provided to the satisfaction of the Building and Safety Department. These measures include interceptor terraces, berms, vee-channels, and inlet and outlet structures, as specified by Section 91.7013 of the Building Code, including planting fast-growing annual and perennial grasses in areas where construction is not immediately planned.
- **Regulatory Compliance Measure RC-GEO-3 (Landslide Area):** Prior to the issuance of grading or building permits, the applicant shall submit a geotechnical report, prepared by a registered civil engineer or certified engineering geologist, to the Department of Building and Safety, for review and approval. The geotechnical report shall assess potential consequences of any landslide and soil displacement, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to:
 - ground stabilization
 - selection of appropriate foundation type and depths
 - selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures

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

- **Regulatory Compliance Measure RC-GEO-4 (Liquefaction Area):** The project shall comply with the Uniform Building Code Chapter 18. Division 1 Section 1804.5 Liquefaction Potential and Soil Strength Loss. Prior to the issuance of grading or building permits, the applicant shall submit a geotechnical report, prepared by a registered civil engineer or certified engineering geologist, to the Department of Building and Safety, for review and approval. The geotechnical report shall assess potential consequences of any liquefaction and soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to:
 - ground stabilization
 - selection of appropriate foundation type and depths
 - selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures.

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

- **Regulatory Compliance Measure RC-GEO-5 (Subsidence Area):** Prior to the issuance of building or grading permits, the applicant shall submit a geotechnical report prepared by a registered civil engineer or certified engineering geologist to the written satisfaction of the Department of Building and Safety. The geotechnical report shall assess potential consequences of any subsidence and soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building

design considerations shall include, but are not limited to: ground stabilization, selection of appropriate foundation type and depths, selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures. The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.

- **Regulatory Compliance Measure RC-GEO-6 (Expansive Soils Area):** Prior to the issuance of grading or building permits, the applicant shall submit a geotechnical report, prepared by a registered civil engineer or certified engineering geologist, to the Department of Building and Safety, for review and approval. The geotechnical report shall assess potential consequences of any soil expansion and soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to: ground stabilization, selection of appropriate foundation type and depths, selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures. The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.
- **Regulatory Compliance Measure RC-GHG-1 (Green Building Code):** In accordance with the City of Los Angeles Green Building Code (Chapter IX, Article 9, of the Los Angeles Municipal Code), the Project shall comply with all applicable mandatory provisions of the 2013 Los Angeles Green Code and as it may be subsequently amended or modified.

HAZARDS AND HAZARDOUS MATERIALS

- **Regulatory Compliance Measure RC-HAZ-1: Explosion/Release (Existing Toxic/Hazardous Construction Materials)**
 - **(Asbestos)** Prior to the issuance of any permit for the demolition or alteration of the existing structure(s), the applicant shall provide a letter to the Department of Building and Safety from a qualified asbestos abatement consultant indicating that no Asbestos-Containing Materials (ACM) are present in the building. If ACMs are found to be present, it will need to be abated in compliance with the South Coast Air Quality Management District's Rule 1403 as well as all other applicable State and Federal rules and regulations.
 - **(Lead Paint)** Prior to issuance of any permit for the demolition or alteration of the existing structure(s), a lead-based paint survey shall be performed to the written satisfaction of the Department of Building and Safety. Should lead-based paint materials be identified, standard handling and disposal practices shall be implemented pursuant to OSHA regulations.
 - **(Polychlorinated Biphenyl – Commercial and Industrial Buildings)** Prior to issuance of a demolition permit, a polychlorinated biphenyl (PCB) abatement contractor shall conduct a survey of the project site to identify and assist with compliance with applicable state and federal rules and regulation governing PCB removal and disposal.
- **Regulatory Compliance Measure RC-HAZ-2: Explosion/Release (Methane Zone):** As the Project Site is within a methane zone, prior to the issuance of a building permit, the Site shall be independently analyzed by a qualified engineer, as defined in Ordinance No. 175,790 and Section 91.7102 of the LAMC, hired by the Project Applicant. The engineer shall investigate and design a methane mitigation system in compliance with the LADBS Methane Mitigation Standards for the appropriate Site Design Level which will prevent or retard potential methane gas seepage into the building. The Applicant shall implement the engineer's design recommendations subject to DOGGR, LADBS and LAFD plan review and approval.

- **Regulatory Compliance Measure RC-HAZ-3: Explosion/Release (Soil Gases):** During subsurface excavation activities, including borings, trenching and grading, OSHA worker safety measures shall be implemented as required to preclude any exposure of workers to unsafe levels of soil-gases, including, but not limited to, methane.
- **Regulatory Compliance Measure RC-HAZ-4 Listed Sites (Removal of Underground Storage Tanks):** Underground Storage Tanks shall be decommissioned or removed as determined by the Los Angeles City Fire Department Underground Storage Tank Division. If any contamination is found, further remediation measures shall be developed with the assistance of the Los Angeles City Fire Department and other appropriate State agencies. Prior to issuance of a use of land or building permit, a letter certifying that remediation is complete from the appropriate agency (Department of Toxic Substance Control or the Regional Water Quality Control Board) shall be submitted to the decision maker.
- **Regulatory Compliance Measure RC-HAZ-5 (Hazardous Materials Site):** Prior to the issuance of any use of land, grading, or building permit, the applicant shall obtain a sign-off from the Fire Department indicating that all on-site hazardous materials, including contamination of the soil and groundwater, have been suitably remediated, or that the proposed project will not impede proposed or on-going remediation measures.

HYDROLOGY AND WATER QUALITY

- **Regulatory Compliance Measure RC-WQ-1: National Pollutant Discharge Elimination System General Permit.** Prior to issuance of a grading permit, the Applicant shall obtain coverage under the State Water Resources Control Board National Pollutant Discharge Elimination System General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, National Pollutant Discharge Elimination System No. CAS000002) (Construction General Permit) for Phase 1 of the proposed Modified Project. The Applicant shall provide the Waste Discharge Identification Number to the City of Los Angeles to demonstrate proof of coverage under the Construction General Permit. A Storm Water Pollution Prevention Plan shall be prepared and implemented for the proposed Modified Project in compliance with the requirements of the Construction General Permit. The Storm Water Pollution Prevention Plan shall identify construction Best Management Practices to be implemented to ensure that the potential for soil erosion and sedimentation is minimized and to control the discharge of pollutants in stormwater runoff as a result of construction activities.
- **Regulatory Compliance Measure RC-WQ-2: Dewatering.** If required, any dewatering activities during construction shall comply with the requirements of the Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4-2008-0032, National Pollutant Discharge Elimination System No. CAG994004) or subsequent permit. This will include submission of a Notice of Intent for coverage under the permit to the Los Angeles Regional Water Quality Control Board at least 45 days prior to the start of dewatering and compliance with all applicable provisions in the permit, including water sampling, analysis, and reporting of dewatering-related discharges.
- **Regulatory Compliance Measure RC-WQ-3: Low Impact Development Plan.** Prior to issuance of grading permits, the Applicant shall submit a Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan to the City of Los Angeles Bureau of Sanitation Watershed Protection Division for review and approval. The Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan shall be prepared consistent with the requirements of the Development Best Management Practices Handbook.

- **Regulatory Compliance Measure RC-WQ-4: Development Best Management Practices.** The Best Management Practices shall be designed to retain or treat the runoff from a storm event producing 0.75 inch of rainfall in a 24-hour period, in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a licensed civil engineer or licensed architect confirming that the proposed Best Management Practices meet this numerical threshold standard shall be provided.
- **Regulatory Compliance Measure RC-WQ-5 (Alteration of a State or Federal Watercourse):** The project shall comply with the applicable sections of the federal Clean Water Act (CWA) and California's Porter Cologne Water Quality Control Act (Porter Cologne). Prior to the issuance of any grading, use of land, or building permit which may affect an existing watercourse, the applicant shall consult with the following agencies and obtain all necessary permits and/or authorizations, to the satisfaction of the Department of Building and Safety. Compliance shall be determined through written communication from each jurisdictional agency, a copy of which shall be submitted to the Environmental Review case file for reference:
 - *United States Army Corps of Engineers.* The applicant shall obtain a Jurisdictional Determination (preliminary or approved), or a letter otherwise indicating that no permit is required. Contact: Aaron O. Allen, Chief - North Coast Branch, Regulatory Division, 805-585-2148.
 - *State Water Resources Control Board.* The applicant shall consult with the 401 Certification and Wetlands Unit and obtain all necessary permits and/or authorizations, or a letter otherwise indicating that no permit is required. Contact: 401 Certification and Wetlands Unit, Los Angeles Region, 320 W 4th Street, #200, Los Angeles, CA 90013, (213) 576-6600.
 - *California Department of Fish and Wildlife.* The applicant shall consult with the Lake and Streambed Alteration Agreement Program and obtain a Streambed Alteration Agreement, or a letter otherwise indicating that no permit is required. Contact: LSAA Program, 4949 Viewridge Avenue, San Diego, CA 92123, (858) 636-3160.
- **Regulatory Compliance Measure RC-WQ-6 (Flooding/Tidal Waves):** The project shall comply with the requirements of the Flood Hazard Management Specific Plan, Ordinance No. 172081 effective 7/3/98.

LAND USE AND PLANNING

- **Regulatory Compliance Measure RC-LU-1 (Slope Density):** The project shall not exceed the maximum density permitted in Hillside Areas, as calculated by the formula set forth in Los Angeles Municipal Code Section 17.05-C (for tracts) or 17.50-E (for parcel maps).

NOISE

- **Regulatory Compliance Measure RC-NO-1 (Demolition, Grading, and Construction Activities):** The project shall comply with the City of Los Angeles Noise Ordinance and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.

POPULATION AND HOUSING

- **New Regulatory Compliance Measure RC-PH-1 (Tenant Displacement):**
 - **Apartment Converted to Condominium** - Prior to final map recordation, and pursuant to the provisions of Section 12.95.2-G and 47.06 of the Los Angeles Municipal Code (LAMC), a tenant relocation plan shall be submitted to the Los Angeles Housing Department for review and approval.

- **Apartment Demolition** - Prior to the issuance of a demolition permit, and pursuant to the provisions of Section 47.07 of the Los Angeles Municipal Code, a tenant relocation plan shall be submitted to the Los Angeles Housing Department for review and approval.
- **Mobile Home Park Closure or Conversion to Different Use** Prior to the issuance of any permit or recordation, and pursuant to the provisions of Section 47.08 and 47.09 of the Los Angeles Municipal Code, a tenant relocation plan and mobile home park closure impact report shall be submitted to the Los Angeles Housing Department for review and approval.

PUBLIC SERVICES

Schools

- **Regulatory Compliance Measure RC-PS-1 (Payment of School Development Fee)** Prior to issuance of a building permit, the General Manager of the City of Los Angeles, Department of Building and Safety, or designee, shall ensure that the Applicant has paid all applicable school facility development fees in accordance with California Government Code Section 65995.

Parks

- **Regulatory Compliance Measure RC-PS-2 (Increased Demand For Parks Or Recreational Facilities):**
 - (*Subdivision*) Pursuant to Section 17.12-A or 17.58 of the Los Angeles Municipal Code, the applicant shall pay the applicable Quimby fees for the construction of dwelling units.
 - (*Apartments*) Pursuant to Section 21.10 of the Los Angeles Municipal Code, the applicant shall pay the Dwelling Unit Construction Tax for construction of apartment buildings.
- **Regulatory Compliance Measure RC-PS-3 (Increase Demand for Parks or Recreational Facilities – Zone Change)** Pursuant to Section 12.33 of the Los Angeles Municipal Code, the applicant shall pay the applicable fees for the construction of dwelling units.

RECREATION

See RC measures above under Parks.

TRANSPORTATION AND TRAFFIC

- **Regulatory Compliance Measure RC-TT-1 (Increased Vehicle Trips/Congestion - West Side Traffic Fee)** Prior to issuance of a Building Permit, the applicant shall pay a traffic impact fee to the City, based on the requirements of the West Los Angeles Traffic Improvement and Mitigation Specific Plan (WLA TIMP).

PUBLIC UTILITIES AND SERVICE SYSTEMS

Water Supply

- **Regulatory Compliance Measure RC-WS-1 (Fire Water Flow)** The Project Applicant shall consult with the LADBS and LAFD to determine fire flow requirements for the Proposed Project, and will contact a Water Service Representative at the LADWP to order a SAR. This system hydraulic analysis will determine if existing LADWP water supply facilities can provide the proposed fire flow requirements of the Project. If water main or infrastructure upgrades are required, the Applicant would pay for such upgrades, which would be constructed by either the Applicant or LADWP.

- **Regulatory Compliance Measure RC-WS-2 (Green Building Code):** The Project shall implement all applicable mandatory measures within the LA Green Building Code that would have the effect of reducing the Project's water use.
- **Regulatory Compliance Measure RC-WS-3 (New Carwash):** The applicant shall incorporate a water recycling system to the satisfaction of the Department of Building and Safety.
- **Regulatory Compliance Measure RC-WS-4 (Landscape)** The Project shall comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g., use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season).

Energy

- **Regulatory Compliance Measure RC-EN-1(Green Building Code):** The Project shall implement all applicable mandatory measures within the LA Green Building Code that would have the effect of reducing the Project's energy use.

Solid Waste

- **Regulatory Compliance Measure RC-SW-1 (Designated Recycling Area)** In compliance with Los Angeles Municipal Code, the proposed Modified Project shall provide readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of nonhazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, and metals.
- **Regulatory Compliance Measure RC-SW-2 (Construction Waste Recycling)** In order to meet the diversion goals of the California Integrated Waste Management Act and the City of Los Angeles, which will total 70 percent by 2013, the Applicant shall salvage and recycle construction and demolition materials to ensure that a minimum of 70 percent of construction-related solid waste that can be recycled is diverted from the waste stream to be landfilled. Solid waste diversion would be accomplished through the on-site separation of materials and/or by contracting with a solid waste disposal facility that can guarantee a minimum diversion rate of 70 percent. In compliance with the Los Angeles Municipal Code, the General Contractor shall utilize solid waste haulers, contractors, and recyclers who have obtained an Assembly Bill (AB) 939 Compliance Permit from the City of Los Angeles Bureau of Sanitation.
- **Regulatory Compliance Measure RC-SW-3 (Commercial/Multifamily Mandatory Recycling)** In compliance with AB341, recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass and other recyclable material. These bins shall be emptied and recycled accordingly as a part of the Proposed Project's regular solid waste disposal program. The Project Applicant shall only contract for waste disposal services with a company that recycles solid waste in compliance with AB341.

EXHIBIT D

PUBLIC CORRESPONDENCE

CPC-2016-3761-DB-SPP

April 23, 2017

Iris Wan, City Planning Associate
Department of City Planning
City of Los Angeles
Los Angeles, CA 90012

To whom it may concern,

We are writing to you to in support of the proposed 48-unit affordable senior housing development at 4339-4355 W Adams Blvd, case CPC-2016-3761-DB-SPP. We urge the city to grant the Density Bonus On-Menu Incentives for an increase in FAR to 2.92:1 in lieu of 1.5:1, and height of 49' in lieu of 45'; grant the Density Bonus Off-Menu Incentives for 7' rear yard in lieu of 16', and 0' side yard in lieu of 7'; and adopt the Mitigated Negative Declaration (MND) for this project.

The greater Los Angeles region is facing a severe housing shortage. This includes housing for that makes it possible for seniors to age in place. Abundant Housing LA believes that these housing challenges can only be addressed if everyone in the region does their part.

This project is in a great location for senior housing. It is just steps from Metro bus service in all directions (Routes 210 & 710 on Crenshaw, Route 14/37 on Adams), and less than three-quarters of a mile from the Metro Expo Line station at Expo/Crenshaw. In addition, many desirable neighborhood amenities like retail are in easy walking distance.

This project is a good project for Los Angeles and for the region. Again, we urge the city to please grant the Density Bonus On-Menu and Off-Menu Incentives, and adopt the MND for this project.

Best Regards,

The Abundant Housing LA Steering Committee:



Matt Dixon
620 W Wilson Ave Unit H
Glendale 91203



Mark Vallianatos
3591 Canada St
Los Angeles 90065

Brent Gaisford

Shane Phillips

Mark Edwards

Leonora Yetter

Ross Zelen

Gabe Rose



April 17, 2017

To: City Planning Commissioners
CC: Laura Meyers, UNNC Planning & Zoning Committee Chair

The United Neighborhoods Neighborhood Council (UNNC) Governing Board voted 20 YES with 0 NO and 0 ABSTENTIONS at its March 2, 2017 meeting to endorse and support the proposal as presented with a reduced 4 stories and ground level parking, substantial compliance with reduced units and continued work on zero impact parking.

Please see attached roll call vote.

Thank you,

Jeff Camp
UNNC President

Department of Neighborhood Empowerment

Board Vote Form

NC NAME: United Neighborhoods Neighborhood Council

Budget Fiscal Year: 2016-2017

Meeting Date: 03-02-2017

Agenda Item: 5-B-2

EMPOWER LA

Department of
NEIGHBORHOOD EMPOWERMENT

USE THIS FORM FOR THE FOLLOWING FUNDING ITEMS:

☐ APPROVAL OF MONTHLY EXPENDITURE REPORT

☐ BUDGET PACKAGE APPROVAL / AMENDMENT

☐ APPOINTMENT OF FUNDING OFFICER / CARDHOLDER

☒ OTHER NON-FUNDING ACTION ITEM

Description: SUPPORT FOR CPC-2014-3761- DB-SPP-SPR 4347 W. ADAMS
SENIOR HOUSING: ABODE INCLUDING CONTINUED WORK ON ZERO
IMPACT PARKING

Vote Count

*Recused-Boardmember must leave the room prior to any discussion and may not return to the room until after the vote is completed.

Board Member Name	Board Position	Yes	No	Abstain	*Recused	Absent	Ineligible
LLon King	Region 1, Seat 1	X					
Denise Jackson	Region 1, Seat 2	X					
Ivy Pochoda	Region 2, Seat 1					X	
Marielle Farnan	Region 2, Seat 2	X					
Casey Camp	Region 3, Seat 1	X					
Jeff Camp	Region 3, Seat 2	X					
Michael Lewis	Region 4, Seat 1	X					
OPEN HERMAN DeBOSE	Region 4, Seat 2	X					
Sandra Pruitt	Region 5, Seat 1					X	
Ophelia Daniel	Region 5, Seat 2	X					
Tracey Hart	Region 6, Seat 1	X					
Marius Stelly	Region 6 Seat 2	X					
Rosie Brown	At Large, Group B	X					
Helen Indrani Chadhuri	At Large, Group B	X				X	
Laura Meyers	At Large, Group B	X					
Sandra Paul	At Large, Group B					X	
Dolores Spears	At Large, Group B	X					
John Arnold	At Large, Group A	X					
Tori Bailey	At Large, Group A	X					
Jason Rudolph	At Large, Group A	X					
Lizy Moromisato	At Large, Group A	X					
Carlos Kerrick	At Large, Group A	X					
Ethan Polk	At Large, Group A	X					
NC Quorum: 13		Totals:	20	0	0	0	3

We, the Treasurer and Signer of the above indicated Council, declare that the information presented on this form is accurate and complete, and that a public meeting was held in accordance with the Brown Act, where with a quorum of Board Members present, the Council approved the above action.

Treasurer's Signature:		Signer's Signature:	<i>Ethan Polk</i>
Print/Type name:	Sandra Paul	Print/Type name:	Ethan Polk
Date:		Date:	03/02/2017
NC Additional Comments			



March 30, 2017

To Whom It May Concern:

The West Adams Avenues Quality of Life committee wishes to withdraw the petition and letters indicating concerns with the 5-story scale of the Abode Project at 4347 Adams.

We agree with the motion made by the United Neighborhoods Neighborhood Council which elected to support the proposal as presented on March 2, 2017 with a reduced 4 stories and ground level parking, substantial compliance with reduced units and continued work on zero impact parking.

Negotiations between Abode and our Quality of Life committee resulted in the following:

- Abode agreed to a 4 story building ground level parking to be provided;
- Abode agreed to work closely with the CD 10 to allow 24 hour permit parking for the existing residents of Bronson and 13th Ave, and that section of 25th St between Bronson and 13th, and to pay for two years of parking permits for those existing residents, to guarantee that the Abode development would not impact the already limited parking spaces. This is contingent on the required number of residents of those streets expressing a desire for 24 hour parking restrictions, or some lesser version of those restrictions which the residents might prefer.

Our Quality of Life Committee regards the above to be an acceptable compromise, and would therefore request that our previous objections be withdrawn.

Sincerely,

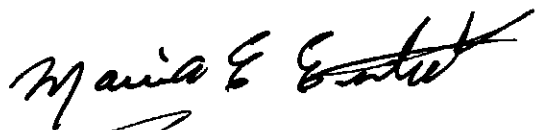
Donna Jones
Chair, West Adams Avenues Association

Jan. 8, 2017

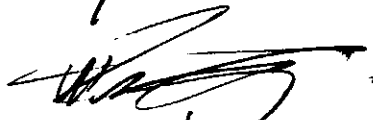
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 Maria E. Estrada

2537 Bronson.



Miskel Chacian

2537 Bronson

Heriberto Mora

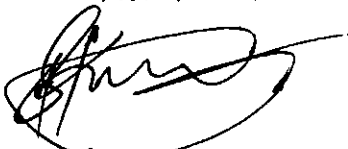
2541 Bronson

 Juvelia Mon

2541 Bronson

Selina Fabian

2553 Bronson



4533 Bronson

Tonya Gutierrez

2552 S Bronson

Catherine Burton

2552 S Bronson

Jan. 8, 2017

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Ane B Villanueva . 2542. S Bronson Ave

Mundo M 2546 S Bronson AV

Karmen Garcia " " "

Esteban Ramirez

2530 So. Bronson Ave.

LA. CA. 90018

Ruth Taylor

2502 S. Bronson Ave
Los Angeles Ca 90018

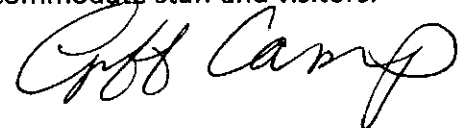
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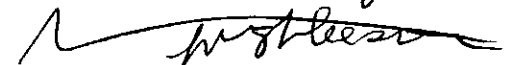
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JEFF CAMP 2424 7th AVENUE



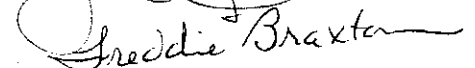
Hugh Leeson 2424 7th Avenue



Janella Green 2415 7th Avenue



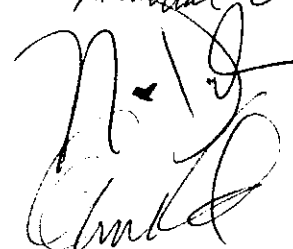
Freddie Braxton 2425 1/2 7th Ave




Michael C Washington 2435 1/2 7th Ave



Noel Dula 2430 7th Ave.



Omar Mack 2430 7th Ave



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Amy Hammes 2524 7th Ave LA 90018

Matthew Murphy 2524 7th Ave LA 90018

Omar Mack 2430 7th Ave LA 90018

Tyler Jung 2430 7th Ave LA 90018

Debra Session Hernandez 2317 12th Ave LA 90008

Wanda Green 2320 12th Ave LA, CA 90008

Joe Barber 2501 7th Ave Los Angeles, CA

Jomo Radcliff 2520 7th Ave. LA 90018

Jin Mauger 2520 7th Ave LA 90018

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Kim Sanford 2512 7th Ave LA
Al Sanford 2512 17th Ave LA, CA Jedd Hightower
Damien Smith 2500 Seventh Ave 9000 2521 7th Ave
Carla Smith 2500 7th Ave
Ethan Palk 2524 7 Ave LA LA Cal
Zoia Palk 2524 Seventh Ave 9000
Bryon Nora 2538 7th Ave Los Angeles
Mylette Nora 2538 17th Ave Los Angeles, 9000

CPC 2016-3761-DB-SPP-SPR

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Mary Hamilton
2508 9th Ave

Shirley
2508 9th Ave.

Jan. 8, 2017

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Adam Sherman 2515 13th Avenue, L.A 90018

X

2515 13th Avenue, L.A. 90018

2537 13th Avenue, LA 90018

Rina Radecki

2531 13TH AVE. LA-CA 90018

RADELIO GO

2531 13TH AVE. LA CA 90018

Josita C Go

Juanita C. Go

2531 13th Ave, LA, CA 90018

Oscar Saguisin

2531 13th Ave LA CA 90018

Kristen Harney

2526 13th Ave LA 90018

William Smith

2525 13th Ave LA 90018

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Maria Sanchez de Cutino	2520 13th Avenue, LA 90
Jose Cutino Couce	2520 13th Avenue LA 90018
Marta Caraballo Gutierrez	2520 13th Avenue LA 90018
Thelma Russell	2506 13th Ave., LA 90018
Brandt Wrightsman	4234 W 25th St.


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 2518 Bronson



M. Halar 2520's Bronson Ave

Ana Rivas 2526 Bronson ave

LA 90019

- Eugenio A. Colacho

2526-28 S. BRONSON AVE

LA. CA. 90018

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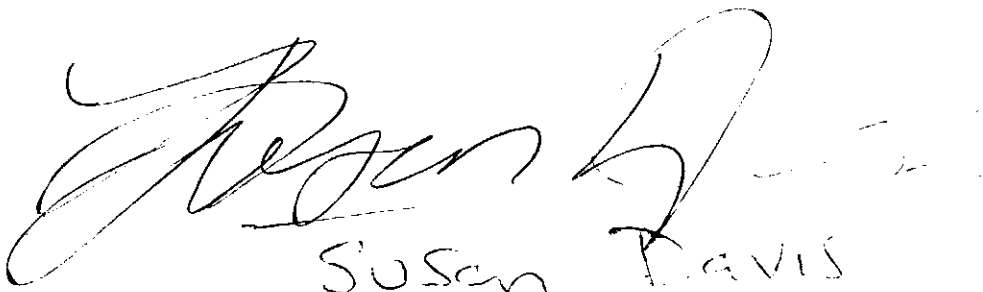
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Lindsay Davis

310-739-8463



Susan Davis

202-303-1439

2524 9th ave
Los Angeles 90012

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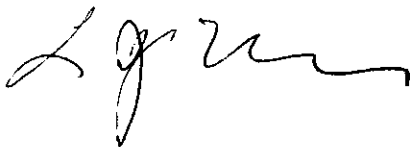
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Jeni Stewart 2516 9th Ave
LA CA 90018



Curtis Markley 2516 9th Ave
LA CA 90018



Linda Marzolis 2534 9th Ave
LA CA 90018

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Carls Kunkel	3825 Adams, 90018
Shawn B. Kunkel	3825 Adams, 90018
Taylor Kunkel	3825 Adams 90018
Jonah Kunkel	3825 Adams 90018
Ivy Hodge	2525 Ninth Ave., LA 90018
Whaleon Hodge	" "
Rain Erento	2530 9th Ave. 90018

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Robert Resnick - 2523 11th Ave Los Angeles Ca 90018

Janetly Allen 2571 11th Ave, LA, CA 90018

Del Ann

Rodger E Polk - 2429 - 11th Ave LA 90018

2419 11th Ave 90018

Julie

CMorris 2530 11th AVE LACA 90018

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Dorothy Juarez
2418 11th AVE 90018

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Joe L. Clayton 2524 11th Ave LA CA 90018
Diane L. Whitely-Clayton 2524 11th Ave
LA CA 90018
Ar 2527 12th
Ave.
LA CA 90018
Buthe Crawford 2527 12th
LA, CA 90018
David Mardis 2530 11th Ave LA CA 90018