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- **"Initial Submissions"**: Compliant submissions received no later than by end of day Monday of the week prior to the meeting, which are not integrated by reference or exhibit in the Staff Report, will be appended at the end of the Staff Report. The Staff Report is linked to the case number on the specific meeting agenda.

- **"Secondary Submissions"**: Submissions received after the Initial Submission deadline up to 48-hours prior to the Commission meeting are contained in this file and bookmarked by the case number.

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SECONDARY SUBMISSIONS

wittwer / parkin

January 21, 2019

VIA EMAIL

Attn: Mindy Nguyen
City Planning Commission
Planning Department for the City of Los Angeles
200 North Spring Street, Room 272
Los Angeles, California 90012
Mindy.nguyen@lacity.org

Re: Secondary Submission to Appeal of Approval of the 744 South Figueroa Street, 723-756 South Figueroa Street, and 829 West 8th Street Project (VTT-74197-1A; CPC-2016-1950-TDR-SPR; ENV-2016-1951-EIR)

Dear Honorable Commissioners:

Wittwer Parkin, LLP represents the Southwest Regional Council of Carpenters ("Southwest Carpenters") and submits this letter on the above-referenced project on its behalf. Southwest Carpenters represents 50,000 union carpenters in six states, including in Southern California. Southwest Carpenters has a strong interest in addressing the environmental impacts of development projects, including the proposed project located at 744 South Figueroa Street, 723-756 South Figueroa Street, and 829 West 8th Street Project in Los Angeles, California ("Project").

Southwest Carpenters is an aggrieved party. Members of Southwest Carpenters live and work in Los Angeles and are concerned about the environmental and land use impacts of such a project. Without an adequate environmental review document, Southwest Carpenters is aggrieved because the Project's environmental impacts have not been fully disclosed. Similarly, Southwest Carpenters has a keen interest in seeing adequate mitigation provided to properly address environmental impacts through preparation of an EIR.

Southwest Carpenters adopts and incorporates all objections to the Project that have been raised by Southwest Carpenters in its November 28, 2018 appeal and by any other person during the administrative process before the City of Los Angeles.

I. Adoption and Certification of the EIR Would Constitute an Abuse of Discretion Because the EIR Is Deficient Under CEQA.

A. The FEIR's conclusions that impacts to air quality, noise, and traffic, and from greenhouse gas emissions are less than significant are not supported by the evidence.

i. The City did not properly examine cumulative air quality impacts and failed to recirculate the DEIR after altering its conclusions regarding their severity.

The EIR states the cumulative air quality impacts of the Project are less than significant. (DEIR, pp. IV.B-45-46.) In reaching this conclusion, the City relies on project-specific thresholds. (*Ibid.*) The City cannot rely on a threshold that does not, in fact, assess *cumulative* impacts. CEQA Guidelines define "cumulative impacts" as "two or more individual effects, [which] when considered together, are considerable or which compound or increase other environmental impacts." (Cal. Code Regs., tit. 14, § 15355.) "Cumulative impacts can result from ***individually minor but collectively significant projects*** taking place over a period of time." (Cal. Code Regs., tit. 14, § 15355 [emphasis added].) Because the City failed to apply standards that assess how the Project would impact air quality in conjunction with other development and/or activities that affect air quality, its conclusion that the Project would have less than significant impacts on air quality is not supported by the evidence.

In addition, the City failed to recirculate the DEIR after altering its determination regarding the severity of air quality impacts and including a new mitigation measure. A DEIR must be recirculated when "significant new information is added." (Cal. Code Regs., tit. 14, § 15088.5(a).) The City's DEIR initially claimed impacts from NO_x (a precursor to ozone) would be cumulatively significant and unavoidable. (DEIR, p. IV.B-43.) It revised this conclusion in its FEIR to state that NO_x would be reduced to a less-than-significant level with the implementation of a new mitigation measure, AIR-MM-5. (FEIR, pp. II-22-23.)

ii. The City's greenhouse gas analysis is deficient.

The City improperly found that the Project will have less than significant impacts on greenhouse gasses. (DEIR, p. IV-C.91.)

As discussed in Southwest Carpenters' November 28, 2018 Appeal, the City fails to assess the impacts of the Project using quantitative thresholds for greenhouse gas emissions. (See Cal. Natural Resources Agency, Final Statement of Reasons for Regulatory Action, Amendments to the State CEQA Guidelines Addressing Analysis and Mitigation of Greenhouse Gas Emissions Pursuant to SB97, pp. 23-24 [stating that, for large projects, "a lead agency may find it difficult to demonstrate a good faith effort through a purely qualitative analysis"];

Berkeley Keep Jets Over the Bay Com. v. Board of Port Comm. (2001) 91 Cal.App.4th 1344, 1370 [agency must make a good faith effort at disclosing greenhouse gas impacts].)

The City estimates this Project will emit 3,178 metric tons of carbon dioxide equivalent ($MTCO_2e$) per year, which is above the 3,000 $MTCO_2e$/year threshold advanced by SCAQMD and used as a significance threshold by dozens of agencies within the Southern California Air Basin. The City rejects this as an appropriate significance threshold, but does not provide an appropriate threshold to replace it.

The City claims that certain mitigation measures are part of the Project. As a result, the City incorrectly concludes that greenhouse gas impacts will be less than significant. The City also fails to make these measures part of the Project's mitigation monitoring program, so they are not binding on the Project, and thus do not ensure that the Project will not have significant impacts on GHG emissions.

In sum, the City's analysis of greenhouse gas impacts is improper, misleading, and violates the substantive and procedural mandates of CEQA.

iii. The City erroneously discounted cumulative Project impacts to noise and failed to disclose pre-mitigation Project-related noise impacts.

The City only considered cumulative impacts from six of the 181 cumulative Projects located within the direct vicinity of the Project, thereby failing to consider the cumulative impacts arising from the vast majority of nearby past, present, and reasonably foreseeable projects. (FEIR, p. II-89.) Of the six projects the City supposedly evaluated for cumulative impacts, the City further erroneously ignored cumulative operational impacts from these Projects when assessing noise impacts during the construction phase of the Project, thus narrowing its disclosure of cumulative impacts to only two other projects. (*Id.* at p. II-91.) The City's decision to consider only a fraction of the cumulative noise impacts fails the informational purposes of CEQA, fails to adequately consider the significance of Project impacts, and fails to provide mitigation to address significant Project-related impacts. The City also failed to accurately disclose the Project's noise impacts before mitigation by erroneously claiming certain mitigation measures are "project design features." (DEIR, p. IV.E-26.) As a result, the City's finding that the Project's noise impacts will be less than significant (with the exception of offsite vibration) are not supported by the evidence, and the EIR fails to comply with CEQA's informational purpose. (DEIR, p. 1-18.)

iv. The City failed to accurately disclose the Project's impacts on traffic before mitigation.

The City evaluated certain traffic mitigation measures as "project design features." (DEIR p. IV.G.-34-35.) These "project design features" were clearly designed to mitigate Project-related traffic impacts. Such impacts should have been evaluated and disclosed in the EIR. As a result, the City's finding that the Project's traffic impacts would be less than significant (with the exception of operational impacts to one intersection, to access and circulation, to parking, and to emergency access) are not supported by the evidence, and the EIR fails to comply with CEQA's informational purpose. (See DEIR IV.G-34 – IV.G-80.)

Deficiencies in the EIR's air quality, greenhouse gas emissions, noise, and traffic analyses, constitute legal error, because the City's findings are not supported by the evidence or because the City failed to proceed in a manner required by law. (See Cal. Code Civ. Proc. § 1094.5 [providing that agency findings must be supported by record evidence]; Cal. Pub. Resources Code § 21168 [applying the Section 1094.5 standard to CEQA actions].)

B. The EIR's Mitigation Measures and Mitigation Monitoring Program fails to comply with CEQA.

The City's findings that the Project would result in less than significant impacts to air quality, climate change, noise, and traffic are not supported by evidence in the record. (Cal. Pub. Resources Code § 21168 [requiring CEQA findings to be supported by substantial evidence in the record].) The City's mitigation measures and mitigation monitoring program for these impacts, therefore, also are not based on substantial evidence. (*Ibid.*; FEIR, § IV.) As such, the City has failed to provide appropriate and enforceable mitigation for Project impacts in violation of CEQA. (Cal. Code Regs., tit. 14, § 15126.4(a)(1) ["An EIR shall describe feasible measures which could minimize significant adverse impacts, including where relevant, inefficient and unnecessary consumption of energy"]; Cal. Code Regs., tit. 14, § 15126.4(a)(2) ["Mitigation measures must be fully enforceable through permit conditions, agreements, or other legally-binding instruments"].)

C. The City's failure to properly analyze and adopt proposed feasible alternatives violates CEQA.

The CEQA alternatives analysis has been described by the California Supreme Court as the "core of an EIR." (*Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553, 564.) CEQA provides a "*substantive mandate* that public agencies refrain from approving projects for which there are feasible alternatives or mitigation measures" that can lessen the environmental impact of proposed projects. (*Mountain Lion Foundation v. Fish & Game Com.*

(1997) 16 Cal.4th 105, 134, citing Pub. Resources Code, § 21081 [emphasis added].) It "compels government… to mitigate… adverse effects through… the selection of feasible alternatives." (*Sierra Club v. State Board of Forestry* (1994) 7 Cal.4th 1215, 1233, see also Pub. Resources Code, § 21002.) Under CEQA, the City may not approve the Project as proposed if there are feasible alternatives available that would substantially lessen the Project's significant environmental impacts. (Cal. Code Regs., tit. 14, § 15091.)

The EIR's alternatives analysis is problematic for several reasons. First, the EIR's conclusions regarding the significance of impacts is not supported by the evidence. As a result, the EIR's alternatives analysis does not correctly compare the potential impacts of the proposed alternatives with the impacts of the Project. (See generally, DEIR, § V.) Second, several proposed alternatives would substantially lessen the Project's significant environmental impacts, yet the City failed to select such alternatives. (*Ibid*.) Third, because the City's conclusions that the Project would not have significant impacts are not supported by substantial evidence, it incorrectly concluded that the Project would not have significant impacts, and has thus sidestepped its obligation to reduce significant impacts by selecting a feasible and less impactful alternative. (Pub. Resources Code, § 21002.1(b); Cal. Code Regs., tit. 14, § 15092.)

Finally, findings that an alternative is infeasible must be supported by substantial evidence in the record. (*California Native Plant Soc'y v. City of Santa Cruz* (2009) 177 Cal.App.4th 957, 997, as modified (Oct. 2009) ["We thus review the City's infeasibility findings for substantial evidence"]; see also *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553, 559 [agency decision "to reject the alternatives as infeasible was supported by substantial and tenable evidence"].) The agency must also articulate its analysis and how the agency reached its determination. (*See Cal. Clean Energy Comm. v. City of Woodland* (2014) 225 Cal.App.4th 173, 203.) In this case, the City failed to clearly articulate why alternatives that were not selected were infeasible. (DEIR, pp. V-2 – V-4; see DEIR, § V.)

The EIR, therefore, is deficient and the City's adoption of the EIR constitutes legal error.

II. If the City Approves the Project Applicant's Transfer of Floor Area Rights Request, It Will Fail to Comply with Los Angeles Municipal Code Section 12.27(D) and City Charter Section 562.

A Transfer of Floor Area Rights ("TFAR") is a variance by another name. "[A] variance is a permit to build a structure or engage in an activity that would not otherwise be allowed under the zoning ordinance." (*Neighbors in Support of Appropriate Land Use v. County of Tuolumne* (2007) 157 Cal.App.4th 997, 1007; see *Hamilton v. Board of Supervisors* (1969) 269 Cal.App.2d 64, 66.) "A variance is a zoning exception [that] provides an applicant relief from a zoning

regulation and allows the applicant to… use its property in a way that varies from the otherwise applicable zoning code." (Continuing Education of the Bar, *California Land Use Practice* § 7.2.)

The Project is zoned C2-4D. (Advisory Agency's November 16, 2018 Determination Letter ["Advisory Agency Determination Letter"], p. 92.) This zoning designation only permits a Floor Area Ratio ("FAR") of up to 6:1. (*Ibid.*) The Project Applicant, however, has requested a Transfer of Floor Area Rights from the Los Angeles Convention Center site, which is owned by the City of Los Angeles. (*Ibid.*) This Transfer of Floor Area Rights would provide the Applicant with an exception to the zoning requirements, and would permit the Project Applicant to use their property in a way that varies from the zoning code - to build to a maximum density of 8.43:1 FAR. (*Ibid.*) This is a variance.

L.A.M.C., section 12.27(D) requires that the City make findings required by City Charter section 562 before issuing a variance. City Charter section 562 requires that the City make the following findings:

(1) that the strict application of the provisions of the zoning ordinance would result in practical difficulties or unnecessary hardships inconsistent with the general purposes and intent of the zoning regulations;
(2) that there are special circumstances applicable to the subject property such as size, shape, topography, location or surroundings that do not apply generally to other property in the same zone and vicinity;
(3) that the variance is necessary for the preservation and enjoyment of a substantial property right or use generally possessed by other property in the same zone and vicinity but which, because of the special circumstances and practical difficulties or unnecessary hardships, is denied to the property in question;
(4) that the granting of the variance will not be materially detrimental to the public welfare, or injurious to the property or improvements in the same zone or vicinity in which the property is located; and
(5) that the granting of the variance will not adversely affect any element of the General Plan.

It does not appear the City has made any of the findings required by City Charter section 562. (Advisory Agency Determination Letter, p. 92.) Even if the City attempts to make these findings, such findings would not be supported by substantial evidence. (*Ibid.*)

For a Charter City, such as the City of Los Angeles, "Any act that is violative of or not in compliance with the charter is void." (*City of San Diego v. Shapiro* (2014) 228 Cal.App.4th 756,

789.) If the City approves the requested TFAR without the support of findings required by City Charter section 562, its action will be void and will constitute legal error that must be reversed.

III. Transfer of Floor Area Rights from the City of Los Angeles to the Project Applicant Gives the Appearance of Impropriety.

In order to construct the Project as proposed, the City of Los Angeles would donate floor area rights from the City-owned Los Angeles Convention Center. (Staff Report, p. 2.) Transferring Floor Area Rights from the City to the Project Applicant gives the impression that the City has engaged in a land use transaction that unfairly favors the Project Applicant.

IV. The City's Failure to Properly Consider the Project Applicant's TFAR Request and to Determine Whether the Project Will Comply with Zoning Density Requirements with the Vesting Tentative Tract Map Violates Los Angeles Municipal Code Section 12.36.

An agency's action may be overturned if it engaged in a "prejudicial abuse of discretion." (Cal. Code Civ. Proc., § 1094.5.) A public agency abuses its discretion when it "has not proceeded in the manner required by law, the order or decision is not supported by the findings, or the findings are not supported by the evidence." (*Ibid.*) Los Angeles Municipal Code section 12.36(B) provides: "If an applicant files for a project that requires multiple Legislative and/or Quasi-judicial Approvals, then the procedures set forth in this section shall govern." A Quasi-judicial approval includes interpreting how a zoning regulation applies to a specific parcel of land. (L.A.M.C., § 12.21(A)(2) ["The Zoning Administrator shall also have authority to interpret zoning regulations when the meaning of the regulation is not clear, either in general or as it applies to a specific property or situation"]; *id.* at § 12.36(A) [defining quasi-judicial decisions].) Subdivision approvals are also subject to this provision. (L.A.M.C., § 12.36(C)(5).) Review and approval of such actions must be completed simultaneously. (*Ibid.* ["Hearings for and consideration of appeals of Subdivision Approvals by the Advisory Agency shall be scheduled for the same time as any hearing and decision by the Area Planning Commission or City Planning Commission, whichever has jurisdiction over the other approvals"].) Section 12.36 thus requires the City to review and render decisions on a tract map and to determine whether a project complies with zoning regulations in the same proceedings. (L.A.M.C., §§ 12.21(A)(2), 12.36(C)(5).) The City has failed to comply with this requirement in two respects.

First, the City has failed to review and make a determination on the Applicant's request to Transfer Floor Area Rights in conjunction with the review and approval of the Applicant's Vesting Tentative Tract Map ("VTT"). L.A.M.C. section 12.36 requires the City to make determinations about a property's compliance with zoning regulations at the same time it makes determinations on VTTs. (L.A.M.C., §§ 12.21(A)(2), 12.36(C)(5).) In approving a TFAR, the

City must determine whether a property may receive a transfer of floor area rights and still comply with applicable zoning regulations. (See Advisory Agency Determination Letter, p. 92.) The City must, therefore, review and make a determination on a request for a TFAR at the same time it reviews and approves a VTT. The City, in the current proceeding, has approved the VTT for this Project, but has not made a determination on whether it will permit a TFAR at the site. (*Ibid.* ["As conditioned, the proposed development is contingent upon the approval of Case No. CPC-2016-1950-TDR-SPR."].) This is improper. In addition, as a result, it is not possible to assess whether the Applicant's TFAR request complies with the requirements for a Transfer of Floor Area Rights requirements articulated in L.A.M.C. section 14.5.1 *et seq.*

Second, the City failed to make a final determination as to whether the Project, as proposed, complies with zoning regulations in conjunction with the VTT determination. (See October 24, 2018 Planning Department Staff Report ["Staff Report"], p. 9.) The Staff Report states: "[t]he subdivider is hereby advised that the LAMC [sic] may not permit this maximum approved density… verification should be obtained from the Department of Building and Safety." (*Id.* at p. 9 [emphasis in original].) The Advisory Agency Determination Letter states: "any proposed structures or uses on the site have not been checked for… Zoning Code requirements." (Advisory Agency Determination Letter, p. 3.)

Because the Advisory Agency did not make a final determination regarding whether the TFAR and Project density complies with zoning regulations, it failed to comply with Section 12.36, and thus failed to proceed in a manner required by law. (See Cal. Code Civ. Proc., § 1094.5.)

V. Approval of the Vesting Tentative Tract Map at This Juncture Will Violate the Subdivision Map Act.

The Subdivision Map Act ("SMA") governs the approval of subdivisions and tentative tract maps in Los Angeles. (See Cal. Gov. Code, § 66474.60.) Under the SMA, local agencies may only approve tract maps that are consistent with applicable land use standards, including "local ordinances dealing with subdivisions." (See *ibid*; L.A.M.C. § 17.00 et seq.) Subdivision approvals must be in compliance with applicable zoning (existing or as changed by project approval) and "shall substantially conform to all other elements of the General Plan." (L.A.M.C., § 17.05.C; see also Cal. Gov. Code § 66474.61(a)-(b) [requiring consistency with applicable land use plans].)

The City has not determined whether the proposed FAR for the site complies with existing zoning. (See Staff Report, p. 9 ["[t]he subdivider is hereby advised that the LAMC [sic] may not permit this maximum approved density … verification should be obtained from the

Department of Building and Safety"] [emphasis in original]; Advisory Agency Determination Letter, p. 3 ["any proposed structures or uses on the site have not been checked for… Zoning Code requirements"].) Without determining whether the Project's proposed density is in conformance with applicable zoning, the City cannot lawfully approve the VTT. (See Cal. Gov. Code, § 66474.60; L.A.M.C., § 17.05.C.)

VI. Conclusion

For the reasons articulated above, the Planning Commission should not approve the Project. Thank you for considering these comments.

Very truly yours,
WITTWER PARKIN LLP

/s/

Nicholas Whipps

VSA VENICE STAKEHOLDERS ASSOCIATION

January 17, 2019

Los Angeles City Planning Commission
Attn: Commission Secretariat
Department of City Planning
200 North Spring Street, Room 272
Los Angeles, CA 90012

Oliver Netburn, City Planner
Department of City Planning
200 North Spring Street, Room 763
Los Angeles, CA 90012

Re: 718-720 Rose Avenue, Venice–Rose Apartments/CPC-2018-2140-CU-DB-CDP-SPP-MEL & VTT-82253/CEQA No.: ENV-2017-2141-CE/TT-82253-1A

Dear Commissioners,

I am writing on behalf of the Venice Stakeholders Association to oppose the Rose Apartments project proposed for the former site of the offices of Venice Community Housing Corporation (VCHC) unless the project's height, setbacks, façade, landscaping and parking are modified. I also write to support the appeal of the approval of the Tract Map.

Tract Map

The decision-maker abused their discretion in approving the Tract Map. Pursuant to the Coastal Act a coastal development permit is required for all land subdivisions. There was none in this instance. Since the Advisory Agency acted prior to the related planning case, this subdivision should not have been approved without a separate CDP application for the Tract Map.

Further, the Findings of Fact of CEQA and the Subdivision Tract Map are deficient. The finds written in the approval letter reference a proposed project which is being reviewed under a separate application. The proposed project is not consistent with the General Plan and the Venice Local Coastal Specific Plan (VLCSP) as to density, parking, and height, and therefore a Categorical Exemption should have never been issued for the Tract Map.

The Categorical Exemption granted in this instance requires the physical condition of the site and surrounding area to be considered. The proposed development is not consistent with the existing developments and urban character of the surrounding areas as the building exceeds the height of the adjacent development by 20 feet and the density is almost 100% higher than that permitted under the VCZSP and the provided parking is grossly inadequate. The proposed design completely ignores the standards and guidelines of the VCZSP and therefore no findings can be made that the development is consistent with the Plan.

Inaccurate Project Description

As is readily evident from elevations of the project presented on VCHC's website, the project will tower over all nearby structures. Further, the massing, height and lack of required parking stand in extreme violation of the Venice Local Coastal Specific Plan.

To start with, the project description, as declared on the CPC's hearing notice and elsewhere, is incorrect:

Demolition of commercial office uses and the construction, use maintenance of a four-story, 35 unit permanent supportive housing complex with ancillary administrative office.

This is a mixed-use project with ground floor commercial offices to be occupied by Venice Community Housing Corp., a private corporation, with a 35% plus 20% density bonus project totaling 35 residential units. The commercial component is not ancillary to the residential housing because

VCH intends on conducting their own separate corporate business - which is now conducted in a structure on the same site – within the new structure - unrelated to the housing component.

Violations of VLCSP,City Ordinances, Coastal Commission Precedents, and Environmental Best Practices

Outlined below are several facts which call for the modification of the project to conform with the VLCSP, city ordinances, Coastal Commission precedents, environmental best practices, and a variety of community concerns.

1. **Number of stories and height of the building:** The applicant has not designed the project within the California state standard density bonus guidelines but has requested "off menu incentives." Off menu incentives are requests that exceed the "by right" incentives permitted under the density bonus laws. As an example, the SB 1818 state density law permits an applicant to exceed the height limit by one story and not more than 11 feet. This applicant is requesting two additional stories and 20 additional feet of height. As proposed this building would be the only four-story building in the entire Oakwood subarea of the Venice Land Use Plan. The permitted height in the coastal zone for this project is 25-feet for a flat roof and

the proposed project is 45 feet high. Thus, this project represents a dangerous precedent both for future developments under the existing Specific Plan and for the message its approval would send to city planners now engaged in drafting the Venice Local Coastal Plan and revising the Specific Plan. Venetians support the low-rise nature of our community and want it maintained.

2. **Parking** The required parking for this project under the VLCSP is 89 spaces. In the past the Coastal Commission has determined that state density bonus laws DO NOT override the California Coastal Act. Numerous affordable housing projects within the Coastal Zone have been required to provide one parking space per unit. The proposed project as designed and presented to the Venice Neighborhood Council provides only 12 parking spaces for the 35 residential units of which seven parking spaces are proposed off-site. Based on the Los Angeles Municipal Code section 12.26E5 and documentation from the property owner who owns the offsite parking lot located at 225 Lincoln Boulevard, these seven off-site parking spaces will not be available for the new project, as explained below.

3. **Off-Site Parking Affidavit** Parking affidavit 4123, which was recorded on October 11, 1973, was an agreement signed between a building tenant, Safeway No. 45, located at 225 Lincoln Boulevard, and The Children's Center for Educational Therapy, located at 718-720-722 Rose Avenue. Parking affidavits are required to be signed by the legal owners of the real property of both properties and not tenants. Safeway No. 45 was not the legal property owner and had neither the authority, permission nor right to sign said agreement. Parking affidavit 4123 should be deemed null and void. Furthermore, per city policy, parking affidavit 4123 will no longer continue in effect once the existing structures on 718-720-722 Rose are demolished. The seven offsite parking spaces which VCHC has publicly claimed will be satisfied by the affidavit are non-existent.

4. **Building Setback Requirements from Rose Avenue** The Specific Plan, in the Oakwood subarea, requires "any portion of the roof that exceeds 25 feet be set back from the required front yard at least one foot in depth for every foot in height above 25 feet." The proposed project does not comply with this step back requirement and proposes a 45-foot high wall with no windows facing Rose Ave at the 2nd, 3rd and 4th floors. The proposed design does not provide a varied and articulated facade with visual interest to pedestrians. The primary ground floor entrance to the residential entrance does not face the street and is accessed from a narrow side yard and a 14-foot passageway and is located more than 75 feet from the sidewalk.

   All of these design elements violate the Specific Plan, thus precluding the CPC's granting of a Project Permit under the plan. Further, the ground floor office space, which is not a visitor serving use, is set two feet below the grade of the sidewalk, which is inconsistent with the Los Angeles Citywide Design Guidelines.

5. **Environmental Categorical Exemption** The applicant is unacceptably proposing no environmental review for the proposed project despite requesting a project with density almost double that permitted in the zone, the tallest building in Oakwood by an entire floor, inadequate parking, no loading zone, blank walls facing Rose Avenue, no required step backs from the street, all of the mass of the building facing the adjacent neighbors' properties, and has not provided a detailed explanation of what services will be provided on-site to residents and in the ground-floor corporate office for nonresidents, which may generate vehicular traffic. Your department should call for a full environmental review.

6. **The City of Los Angeles and California Coastal Commission have already set a precedent for mixed-use projects with a residential density bonus on Rose Avenue and this project is inconsistent with that precedent.**

On August 9, 2005 The California Coastal Commission approved a precedent-setting mixed-use project which included a density bonus project with 70 residential units located at 512 Rose Avenue after an appeal was filed and a substantial issue was found. The De Novo Permit Special Conditions relating to the project set various building design conditions; these same conditions should apply to the 720 Rose Project and the design should be modified as follows:

Building Design: The 720 Rose project should be designed with a varied and articulated facade that provides visual interest to pedestrians. Frequent windows and the primary ground floor entrances for the residential units shall face the streets. Porches, bays and balconies are encouraged, consistent with the City's setback requirements

- **Building Height**: The 720 Rose project should be limited to three stories with a 33-foot high flat roof. Placing the residential portion of the project on top of the commercial portion does not give the applicant a right under the density bonus to a 40 foot height, just a 30 foot height. The applicant should be told to remove the corporate office space or remove one floor of residences.

- **Landscaping**: The 720 Rose project should be designed with landscaping in order to enhance visual quality. To preserve water, the side of the project facing the public street, Rose Avenue, should be landscaped with large canopy street trees and low water use plants, consistent with City requirements.

- **Parking**: With a reduction to 33 feet in height as recommended above, the number of units would be reduced to 22, so project parking requirement should be:

a. VCHC corporate ground floor offices - 10 spaces
b. one space for each resulting affordable unit or 22 spaces
c. two (2) spaces for the manager's unit, and
d. ¼ guest parking space per unit - equaling 6 parking spaces - for a total of 40 spaces.

The additional required parking should be provided below grade.

Having managed 160 units of affordable housing in the San Fernando Valley for five years I know from experience that while homeless individuals usually move in without a vehicle, this does not remain the case in many instances. As they stabilize their situation, receive benefits and job training, and eventually obtain employment, one of their first purchases is a vehicle. There also is the likelihood that some of the eventual residents of the Rose Apartments will be former "car campers;" by definition they will arrive with a vehicle. We have seen this here in Venice before. During Councilman Bill Rosendahl's tenure, one of the first vehicle dwellers that PATH moved into an apartment in a Breezes del Mar building on California Avenue at Electric Avenue parked his empty camper across the street from the building for months, taking two parking spaces away from residents.

Thank you for your consideration of our views on this project.

Sincerely,

Mark Ryavec

Mark Ryavec, President

Connect Create Collaborate

James Williams <james.k.williams@lacity.org>

I SUPPORT ROSE APARTMENTS

1 message

marilyn wells <marilyn.jandmwellsff@gmail.com> Fri, Jan 18, 2019 at 8:37 AM
To: cpc@lacity.org

We are looking forward to Housing our neighbors in need!

Sent from my iPhone

Connect Create Collaborate

James Williams <james.k.williams@lacity.org>

I SUPPORT ROSE APARTMENTS

1 message

Norma Guzmán <normaguz@gmail.com> Thu, Jan 17, 2019 at 5:30 PM
To: cpc@lacity.org

I am a native Californian displaced our of state.

I wish there weren't discretionary review for much needed housing in California.

Please approve this and all multi family housing ASAP.

Norma

Sent from my iPhone

Connect Create Collaborate

James Williams <james.k.williams@lacity.org>

I SUPPORT ROSE APARTMENTS

1 message

Philip Giroux <rosespg@gmail.com> Sun, Jan 20, 2019 at 5:48 PM
To: cpc@lacity.org
Cc: Dawn Hicks and Venice Community Housing <DHICKS@vchcorp.org>

I support the Rose Avenue Apartments that are under review by the planning commission. I'm a neighbor and look forward to this important development to house homeless and create avenues of success for those individuals emerging from the Foster Care Programs of Los Angeles.

Philip Giroux
310 592-3706

702 Rose Ave
Los Angeles. Ca 90291

January 21, 2019

Los Angeles City Planning Commission
Attn: Commission Secretariat
cpc@lacity.org

Oliver Netburn, City Planner
Department of City Planning
Oliver.netburn@lacity.org

Re: January 24 Hearing
718-720 Rose Avenue, Venice–Rose Apartments
CPC-2018-2140-CU-DB-CDP-SPP-MEL; CEQA No.: ENV-2017-2141-CE/TT-82253-1A

Dear Commissioners,

I am writing to urge you to oppose the permits for 718-720 Rose Avenue as presented. I am afraid I won't be able to attend the hearing but want to state my reasons for the approval of the appeal.

This is a difficult project, weighing the need for housing against the required zoning and planning documents.

This project should not be approved because:

1. It follows neither the Venice Specific Plan nor the Venice Local Use Plan.
2. Misuse of Bonus Density Entitlements.
3. No CEQA review, requiring an EIR

The Appeal Application addresses the validd concerns that this project presents; I will focus on a few. City Planning Department jeopardize the character of the neighborhood setting a dangerous precedent for all of the Venice coastal zone.

Among the Venice Specific Plan requirements violateions call for certain design and site requirements:

Height: The height exceeds the allowable. There are no four-story buildings in the Oakwood Subarea even by those which include affordable housing. SB 1818 state density law permits an applicant to exceed the height limit by one story and not more than 11 feet. This applicant is requesting two additional stories and 20 additional feet of height. The permitted height in the coastal zone for this project is 25-feet for a flat roof and the proposed project is 45 feet high. In addition, the LAMC Code 25(5 i-iii): With its massive front facades and lack of adequate stepbacks on the upper floors, there is no feel that people live there. With this design the applicant is walling off the residents from the neighborhood and street and the character of Venice Coastal Zone is violated; they cut off the residents from the experience of living in a neighborhood that is supposed to integrate the residents and community and create a building that provides a strong presence into the neighborhood. The design does not support the vision of a strong street presence.

In the the Municipal Code section for affordable housing there are restrictions to height that override those "off menu" items that the applicant has liberally taken and do not conform to the law:

Sections 12.22.25 f (5)(ii) and (iii) "Height"

> (b) For each foot of additional height the building shall be set back one horizontal foot.
>
> (ii) No additional height shall be permitted for that portion of a building in a Housing Development Project that is located within 50 feet of a lot classified in an R1 or more restrictive residential zone.
>
> (iii) No additional height shall be permitted for any portion of a building in a Housing Development Project located on a lot sharing a common lot line with or across an alley from a lot classified in an R1 or more restrictive zone. This prohibition shall not apply if the lot on which the Housing Development Project is located is within 1,500 feet of a Transit Stop but no additional height shall be permitted for that portion of a building in the Housing Development Project that is **located within 50 feet of a lot classified in an R1 or more restrictive residential zone.**

(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.

(a) No additional height shall be permitted for that portion of a building in a Housing Development Project that is located within fifteen feet of a lot classified in the R2 Zone.

(b) For each foot of additional height the building shall be set back one horizontal foot.

(ii) No additional height shall be permitted for that portion of a building in a Housing Development Project that is located within 50 feet of a lot classified in an R1 or more restrictive residential zone

Asking for a 45 foot height building in a 30 foot legal height when at most an 11 foot increase would be allowed is an egregious violation to our planning plans.

Lack of Articulation: The Specific Plan, in the Oakwood subarea, requires "any portion of the roof that exceeds 25 feet be set back from the required front yard at least one foot in depth for every foot in height above 25 feet." The proposed project does not comply with this step back requirement.

Its front façade consists of a 45-foot solid high wall with no windows facing Rose Ave on the upper floors. There is no street presence allowing for visual interest at the pedestrian view. No first floor entrance also violates the requirements for a pedestrian friendly design.

3. **CEQA** must be reviewed as this project causes a significant adverse impact on the neighborhood and the coastal zone in general. Their design making it the tallest building in Oakwood by an entire floor, inadequate parking, no loading zone, blank walls facing Rose

Avenue, lack of adequate street landscaping (lack of open space (a garden on the second floor does nothing to provide the required pedestrian street presentation), ignoring the required step backs from the street, and all of the mass of the building facing the adjacent neighbors' properties should be examined thoroughly and in the perspective of neighborhood character. This is to be done with a thorough CEQA Review:

Other violations include a Tract map ruling whose process ignores that a CDP should have been ruled on first before approving a tract mapping that would impact this consolidation of two distinct lots, the disregard of providing parking that would
impact the neighborhood (and no evidence that the Whole Foods property owners have agreed to provide mitigating parking)

Other factors which call for the modification of the project to conform with the VLCSP, city ordinances, Coastal Commission precedents, environmental best practices, and a variety of community concerns. The city allowing an Environmental Categorical Exemption disregards the necessity of such a review. The Coastal Act in its list of acceptable exemptions states unequivocally: "Cumulative Impact. The categorical exemption may not be used when the cumulative impact of successive projects of the same type in the same place be significant."

The commission should call out for a full environmental review.

Alternatives: Section 12.22(3)(1)a. The request shall be made on a form provided by the Department of City Planning, accompanied by applicable fees, and shall include a pro forma or other documentation to show that the waiver or modification of any development standard(s) are needed in order to make the Restricted Affordable Units economically feasible. The applicants neither presented alternatives nor demonstrated the need for additional entitlements.

Precedent: Thus, this project represents a dangerous precedent both for future developments under the existing Specific Plan and the certified Venice Local Use Plan. The message of an approval would send to city planners now engaged in drafting the Venice Local Coastal Plan and revising the Specific Plan. Both the Specific Plan and the Venice Land Use Plan state that no new development should prejudice the writing of the Venice Local Coastal Plan. This new development would tip the character and design and size of buildings when gaging the needs of the Venice Coastal Zone. Venetians support the low-rise nature of our community and want it maintained.

Thus this project if approved would set a serious precedent that would allow over development in our coastal sensitive resources, the Oakwood subarea and the broader Venice Coastal Zone. Please grant the appeal for this adverse precedent setting project.

Thank you for your consideration of our views on this project.

Sincerely,
Sue Kaplan
763 Nowita Place
Venice 90291

Connect Create Collaborate

James Williams <james.k.williams@lacity.org>

I SUPPORT ROSE APARTMENTS

1 message

Warren Adler <warren.adler13@gmail.com> Fri, Jan 18, 2019 at 2:45 PM
To: cpc@lacity.org

I have lived in Venice for 40 years, and witnessed the many changes in the community, for better and worse, mostly better. Homelessness is as serious as any problem Venice has faced in that time. The seemingly permanent homeless encampments create unavoidable scenes of misery on our streets, as well as fear of lawlessness among Venice residents.

I don't pretend to have the solutions to all aspects of the homelessness crisis, but I believe strongly that the solutions are going to have to include housing that is available to the homeless, along with services that will help those who need them. We are fortunate that we have strong institutional infrastructure here in Venice for programs to help the homeless. The Rose Apartments provide the opportunity to begin with solutions for the problem.

I live about a mile from the site of this project. I am very familiar with the neighborhood and I have examined the project plans. I believe the project will be a positive addition to its neighborhood, and an essential contribution to the campaign to address homelessness in Venice and in Los Angeles. Please do not delay its construction.

Yours,
Warren Adler
2334 Beach Ave.
Venice

Item No. 11

Department of City Planning

City Hall, 200 N. Spring Street, Room 525, Los Angeles, CA 90012

January 17, 2019

TO: City Planning Commission

FROM: Dominick Ortiz, Planning Assistant

TECHNICAL CORRECTIONS TO THE STAFF RECOMMENDATION REPORT FOR CASE NO. DIR-2017-3522-DRB-SPP-MSP-TOC-1A; 3657 REGAL PLACE

The following technical corrections are to be incorporated into the staff recommendation report to be considered at the City Planning Commission meeting of January 24, 2019, related to Item No. 11 on the meeting agenda.

A revised Exhibit "A" is submitted to match the Exhibit "A" as conditionally approved in the Letter of Determination issued November 9, 2018.

Exhibit “B” is modified so that Conditions of Approval Nos. 3 and No. 6 read as follows:

3. **Affordable Units.** Four (4) units shall be reserved for Very Low Income Households equal to 14% of the project’s total proposed density, as defined by the California Government Code Section 65915 (c)(2) and the Los Angeles Housing and Community Investment Department (HCIDLA).

6. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing and Community Investment Department (HCIDLA) to make four (4) units available to Very Low Income Households as determined to be affordable to such households by HCIDLA for a period of 55 years. In the event the applicant reduces the proposed density of the project, the number of required set-aside affordable units may be adjusted, consistent with LAMC Section 12.22 A.31, to the satisfaction of HCIDLA, and in consideration of the project’s AB 2556 Determination. Enforcement of the terms of said covenant shall be the responsibility of HCIDLA. The applicant will present a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with the Guidelines for the Affordable Housing Incentives Program adopted by the City Planning Commission and with any monitoring requirements established by the HCIDLA. Refer to the Density Bonus Legislation Background section of this determination.

Exhibit “B” is also modified so that the Transit Oriented Communities Affordable Housing Incentive Program/Affordable Housing Incentives Compliance Findings reads as follows:

1. **Pursuant to Section 12.22 A.25(g) of the LAMC, the Director shall approve a density bonus and requested incentives unless the director finds that:**

a. The incentives are not required 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 Director to make a finding that the requested 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 list of on-menu incentives in the Transit Oriented Communities (TOC) Guidelines were pre-evaluated at the time the TOC Affordable Housing Incentive Program Ordinance was adopted to include types of relief that minimize restrictions on the size of the project. As such, the Director will always arrive at the conclusion that the on-menu incentives are required to provide for affordable housing costs because the incentives by their nature increase the scale of the project.

Height. The project is requesting an additional incentive for increased height allowed in TOC Tier 3 in lieu of the requirements found in the Mulholland Specific Plan. This additional incentive specifies that the building height shall be a maximum envelope height of 47 feet. This incentive will result in a building design that will facilitate and will allow the provision of four (4) units for Very Low Income Households.

Open Space. The requested open space incentive, which includes a 25 percent reduction in the permitted open space area, is expressed in the Menu of Incentives in the Transit Oriented Communities Guidelines which permit zoning incentives that will support provision of affordable housing. The requested incentive will allow the developer to reduce open space requirements so the units set aside for Very Low Income Households can be constructed and the overall space dedicated to residential uses is increased. This incentive supports the applicant's decision to reserve four (4) units for Very Low Income Households.

LEGAL DESCRIPTION:

LOTS: 63, 64, 65, 66
BLOCK: NONE
TRACT NO.: TR 5593
M.B. 63-62/63
APN: 2425003051, 2425003025, 2425003025 , 2425003025

RECEIVED
By Dominick Ortiz at 11:12 am, Jan 17, 2019

PROJECT INFORMATION

ADDRESS: 3649-3657 NORTH REGAL PLACE LOS ANGELES, CALIFORNIA 90068

LOT AREA:

Lot#	APN #	Lot Area(SF)	Existing Buildings	Area(SF)
63	2425003051	634.5	1	660
63	2425003025	5870	2	660
64	2425003025	8825.8	3	948
65	2425003025	12160.6	4	898
66	2425003025	1256	5	2258
Total	5	28939.82	5	5424

ZONING: RD 1.5-1

COMMUNITY PLAN AREA: SHERMAN OAKS - STUDIO CITY
TOLUCA-LAKE-CAHUENGA PASS
AREA PLANNING COMMISSION: SOUTH VALLEY
NEIGHBORHOOD COUNCIL: HOLLYWOOD HILLS WEST
COUNCIL DISTRICT: CD 4 - DAVID RYU
GENERAL PLAN LAND USE: LOW MEDIUM RESIDENTIAL

LA TRANSIT PRIORITY AREA (ZI-2452)
FREEWAY ADJACENT ADVISORY - (ZI-2427)

OCCUPANCY: R-2 (RESIDENTIAL), S-3 (PARKING)

TYPE OF CONSTRUCTION:
1 LEVEL OF BASEMENT WITH TYPE I-A CONSTRUCTION WHICH IS SEPARATED FROM THE 4 STORY RESIDENTIAL TYPE V-A CONSTRUCTION ABOVE WITH A HORIZONTAL ASSEMBLY HAVING A MINIMUM 3-HOUR FIRE-RESISTANT RATING.
TYPE V-A CONSTRUCTION TO HAVE A MINIMUM OF 1 HOUR FIRE RATING OF MEMBERS.

SPRINKLER THROUGHOUT (NFPA 13 SPRINKLER SYSTEM PER 903.1.1 REQUIRED PER 506.3)

TOTAL ALLOWABLE BUILDING AREA : (24,580) BUILDABLE AREA X 3 = 73,740 S.F.

AFFORDABLE HOUSING DENSITY INCRESE : 40% (TIER 3 PER TOC)

PER TOC- TIER3
%14 TO BE ALLOCATED TO VERY LOW INCOME = 0.14X28 = 4 UNIT

UNIT TO BE ALLOCATED TO RSO PER HCIDLA POLICY ON AB 2556 = 1 UNIT RESTRICTED TO RSO

REQUESTED INCENTIVES (PER TOC FOR TIER 3):
1) HEIGHT INCREASE 17.5% USED (MAX ALLOWED 22') = 7'
2) OPEN SPACE REDUCTION 25% USED (MAX ALLOWED 25%)

1-BY RIGHT NUMBER OF UNIT=19
2-NUMBER OF RESIDENTIAL UNITS WITH DENSITY BONUS REQUESTED @ 40% : 28 UNIT
TOTAL LOT AREA+HALF OF ALLEY / 1500 : 29,590/1500 = 19.72 UNITS BY RIGHT NUMBER TO CALCULATE TOC DENSITY = 20
NUMBER OF UNIT INCREASE PER TOC TIER 3 : 40% X20= 8 UNITS
TOTAL= 28 UNITS PROPOSED

1-BY RIGHT BUILDING HEIGHT=40'
2-MAX. BUILDING HEIGHT WITH REQUESTED INCENTIVES: 40'+7' = 47'
(NO PORTION OF THE BUILDING SHALL EXCEED 47' IN HEIGHT FROM THE POINT DIRECTLY BELOW IT.)

HEIGHT LIMIT PERMITTED BY ZONING CODE (MULHOLLAND)	40'
HEIGHT INCREASE PER DENSITY BONUS HEIGHT INCENTIVE :	7'
INCREASE IN HEIGHT DUE TO MORE THAN 20' DROP IN GARDE ELEVATION PER ORDINANCE. NO. 168,159, EFF. 9/14/92:	12'
MAX. ALLOWED BUILDING HEIGHT WITH REQUESTED INCENTIVES:	59'

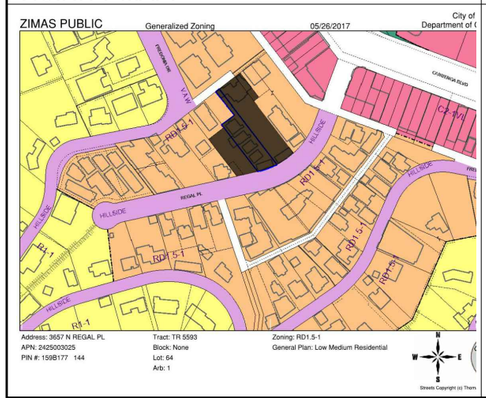
SETBACKS

BLDG. SETBACK	REQ'D	PROVIDED
FRONT YARD	7'-6" (HALF OF 15' DUE TO 12.22.C.6, SLOPING LOT)	7'-6"
SIDE YARD	5'+2'=7' (MIN. 5' WITH 1' ADDED FOR EACH ADDITIONAL STORY ABOVE 2ND FLOOR)	7'
REAR YARD	15'- 10'(Half alley)= 5'	5'

EARTHWORK QUANTITIES

TOTAL EXPORT: 13,000 C-Y
TOTAL GRADING: 13,000 C-Y

VICINITY MAP:


ZIMAS PUBLIC
Generalized Zoning
05/26/2017
City of
Department of
REGAL PL
RD1.5-1
C2-1VL
RD1.5-1
RD1.5-1
RD1.5-1

Designer:
Labyrinth Design Studio, Pouya Payan & Ehsan Lima, Leed AP
1600 Sawtelle Blvd; # 230, Los Angeles California 90025
Tel: (818) 200-5005 Email:pouya@labyrinth-ds.com

RECEIVED
By Dominick Ortiz at 11:13 am, Jan 17, 2019

Owner:
Ilan Gorodezki
9201 Wilshire Blvd, Suite 202 Beverly Hills, CA 90210
Tel:
Email:ilgorodezki@gmail.com

subject:
New 5-story (28unit) multifamily apartment building
at 3645-3649-3651-3657 north regal place los Angeles, California 90068

Community Plan Area: Sherman oaks - studio city-toluca -lake-cahuenga pass
Area Planning Commission: South Valley
Neighborhood Council: Hollywood hills west
Council District: CD 4 - DAVID RYU

APN# 2425003051, 2425003025, 2425003025 , 2425003025

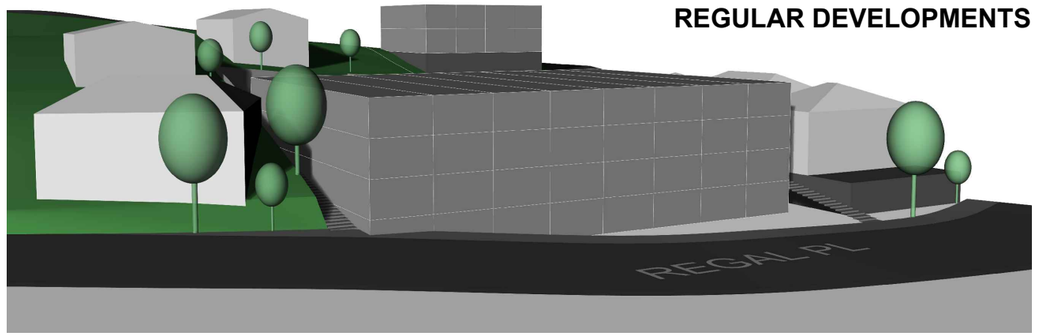
Tract: TR 5593, Map reference: 63-62/63, Block: None, Lot FR60, ARB: None

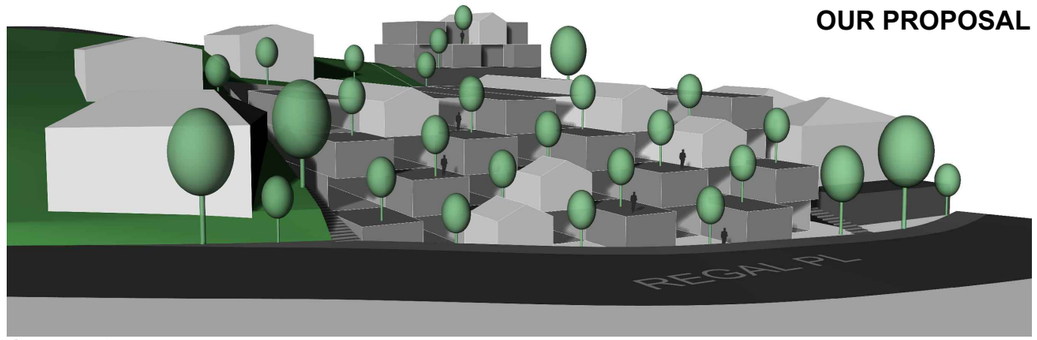
Zone: RD 1.5-1

Description of Subject Project:

The Subject Project is a new 5-story (28 unit) multy-family apartment building in which half of the first and second floors are parking garages behind the residential unit. The property is a 28,940 S.F. uphill property. The proposed building is visible from Mulholland. The building design is following the hill contours and the building is stepping back as the hill is slopping up. The design concept is contemporary Style architecture with earth tone colors. There is no substantial style trend in the neighborhood and the proposed project is consistence with the neighboring properties as far as building square footage. Minimum grading strategies has been implemented to minimize existing grade disturbance by stepping the building in the hill.

The proposed Landscape design would be native plants and meeting the Mulholland Scenic Parkway Specific plans. Based on Tree Report attached there are (7) protected Trees on the site, which consist of (7) Coast Live Oak trees. Of these, (5) Coast Live Oak trees will significantly impacted by the construction of the new residence and require removal. We proposed to replace these trees with (20), 25 gallon Coast Live Oak trees as proposed on landscape plans attached on the lower hill.





Concept:

-Respecting what's here. Regal Village is designed to blend in with its surroundings and preserve the small-town character of the neighborhood.

-A village in the hills. The project draws on the natural environment of this hillside community to achieve the look and feel of a village in the hills. For example, each floor steps back with the natural slope of the land, and planters are placed on each terrace to achieve an organic hillside appearance.

-The project utilizes the **density bonus** program to provide additional residential units and preserve the diversity of the neighborhood. Five units will be set aside as very low income, low income and RSO. The project requests the following two incentives:
7' height increase
25% open space reduction. This will allow us to keep the natural terrain of the backyard as opposed to flattening it.

-We are in conformance. We designed the project with the Mulholland Scenic Parkway SP in mind, taking care to satisfy each of the recommended guidelines. The project preserves the natural terrain of the Santa Monica Mountains, protects the hillside character of the Parkway, is compatible with the Parkway environment and has a natural appearance in keeping with the hillside characteristics of the SM Mountains.

-Environmental sustainability. The project incorporates numerous green features to maintain a limited environmental footprint. Cool roofs, high-efficiency heating and cooling, shading and high-efficiency windows will limit energy use. Drip irrigation, native planting and water-efficient plumbing fixtures will limit water consumption. In addition, we are proposing cisterns to collect rainwater for landscape irrigation.

LABYRINTH DESIGN STUDIO
Tel: 818.200.5005
Pouya@labyrinth-ds.com

These drawings and specifications are the property and copyright of the Designer and shall not be used for any other work except by written agreement with the Designer.

PROJECT:
NEW 28 UNIT APARTMENT BUILDING AT
3649-3657 NORTH REGAL PLACE
LOS ANGELES, CALIFORNIA 90068

DESIGNER :
LABYRINTH DESIGN STUDIO
POUYA PAYAN & EHSAN LIMA
1600 SAWTELLE BLVD., # 230
L.A. CA 90025
TEL (818) 200-5005
E-MAIL:
Pouya@labyrinth-ds.com

NO.	REVISION
1	
2	
3	
4	
5	
6	
7	
8	

SHEET TITLE
WRITTEN NARRATIVE

SCALE:
DRAWN
START DATE: FEB 2017
JOB NUMBER: REGAL 3657
SHEET
S-1

PLOT DATE: 4/24/2017

RECEIVED
By Dominick Ortiz at 11:13 am, Jan 17, 2019

PROTECTED TREES TO REMAIN

PROTECTED TREES TO BE REMOVED

SCALE 1" = 8'

PROJECT NORTH

LEGAL DESCRIPTION:

THE LAND REFERRED TO IN THIS SURVEY IS SITUATED IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

THOSE PORTIONS OF LOTS 63, 64, 65 AND 66 OF TRACT NO. 5593, IN THE ITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 63, PAGES 62 AND 63 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS A WHOLE AS FOLLOWS:

BEGINNING AT A POINT IN THE SOUTHWESTERLY LINE OF SAID LOT 63, DISTANT SOUTH 38°04'40" EAST 84 FEET FROM THE MOST WESTERLY CORNER OF SAID LOT 63; THENCE PARALLEL WITH THE NORTHWESTERLY LINE OF SIAD LOT 63, NORTH 51°55'20" EAST 47.00 FEET; THENCE PARALLEL WITH SAID SOUTH WESTERLY LINE NORTH 38°04'40" WEST 9.00 FEET; THENCE PARALLEL WITH THE SOUTHWESTERLY LINES OF SAID LOTS, NORTH 51°55'20" EAST 40 FEET; THENCE PARALLEL WITH THE SOUTHWESTERLY LINE OF SAID LOT 63, NORTH 38°04'40" WEST 75.50 FEET TO THE NORTHWESTERLY LINE OF SAID LOT 64; THENCE ALONG THE NORTHWESTERLY LINES OF SAID LOTS 64, 65 AND 66, NORTH 51°55'20" EAST 179 FEET; THENCE PARALLEL WITH THE NORTHEASTERLY LINE OF LOT 65 SOUTH 38°04'40" EAST 78.50 FEET; THENCE PARALLEL WITH THE NORTHWESTERLY LINE OF LOTS 64, 65 AND 66 SOUTH 51°55'20" WEST 16 FEET; THENCE ALONG SAID NORTHEASTERLY LINE OF SAID LOT 65 SOUTH 38°04'40" EAST 165.04 FEET TO THE MOST EASTERLY CORNER OF SAID LOT 65; THENCE SOUTHWESTERLY AND WESTERLY ALONG THE SOUTHEASTERLY LINES OF SAID LOTS 63, 64 AND 65 A DISTANCE OF 157.93 FEET, MORE OR LESS, TO THE MOST SOUTHERLY CORNER OF SAID LOT 63; THENCE ALONG THE SOUTHWESTERLY LINE OF SAID LOT 63, NORTH 38°04'44" WEST 118.16 FEET, MORE OR LESS, TO THE POINT OF BEGINNING.
CONTAINING A NET AREA OF 28,885.96 SQ. FT., OR 0.6631 ACRES, MORE OR LESS.
APN: 2425-003-025; 2425-003-051

LAND AREA:

BENCHMARK:

BM ID: 08-00020 (NAVD 1988)
FOUND WIRE SPIKE IN S CURB CAHUENGA BLVD; 20FT E OF BC CURB RET E OF REGAL PL E END CB
ELEV. = 609.327 FT.

BASIS OF BEARINGS:

THE BEARING SOUTH 76°48'20" WEST, ON THE CENTERLINE OF REGAL PLACE AS SHOWN ON TRACT NO. 5593, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, AS PER MAP RECORDED IN M.B. 63, PAGES 62 AND 63, OF MAPS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

SURVEYOR'S NOTE:

THIS MAP IS NOT A BOUNDARY SURVEY. NO PROPERTY CORNERS HAVE BEEN SET AS PART OF THIS WORK.

SURVEY MONUMENTS FOUND IN THE COURSE OF THIS MAPPING HAVE BEEN SET BY OTHERS, AND USED ONLY AS REFERENCE FOR PURPOSES OF TOPOGRAPHIC MAPPING, WITHOUT THE VERIFICATION OF ITS AGREEMENT WITH APPLICABLE LEGAL DESCRIPTIONS AND SENIORITY OF DEEDS.

RELATION OF TOPOGRAPHIC FEATURES (FENCES, WALLS, TREES, POWER POLES, ETC.) TO PROPERTY LINES SHOWN ON THIS MAP IS SUBJECT TO THE ADJUSTMENTS TO ANY BOUNDARY SURVEY THAT IS TO BE DONE ON THE PROPERTY.

LABYRINTH DESIGN STUDIO
Tel: 818.200.5005
Pouya@labyrinth-ds.com

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PROJECT:
NEW 28 UNIT APARTMENT BUILDING AT
3649-3657 NORTH REGAL PLACE
LOS ANGELES, CALIFORNIA 90068

DESIGNER :
LABYRINTH DESIGN STUDIO
POUYA PAYAN & EHSAN LIMA
1600 SAWTELLE BLVD., # 230
L.A. CA 90025
TEL (818) 200-5005
E-MAIL: Pouya@labyrinth-ds.com

NO.	REVISION

SHEET TITLE
TOPOGRAPHIC SURVEY

SCALE: 3/64"=1'
DRAWN
START DATE: FEB 2017
JOB NUMBER: REGAL 3657
SHEET
E-3

PLOT DATE: 4/24/2017

ROOF LEVEL
4TH FLOOR
3RD FLOOR
2ND FLOOR
1ST FLOOR

RECEIVED
By Dominick Ortiz at 11:13 am, Jan 17, 2019

NEIGHBOR
3639 REGAL PL

NEIGHBOR
3876 FERDONIA DR

EXISTING PROTECTING TREES TO REMAIN

8'-6" NO IMPACT ZONE FOR PROTECTED TREES

8'-0" REQUIRED SIDE YARD SETBACK

36'-0" REQUIRED PASSAGE WAY

7'-6" REQUIRED FRONT YARD SETBACK

659.0' T.W.
658.0' B.W.

650

50'-0"

SOLAR ZONE

5'-0" REQUIRED SIDE YARD SETBACK

670

660

WEST
E-8.2

PROJECT NORTH

NEIGHBOR
3878 FERDONIA DR

670

D
E-9.2

RETAINING WALL #1
RETAINING WALL #2

MECHANICAL EQUIPMENT SCREEN



45'-0"

654.0' T.W.
653.0' B.W.

8'-0" REQUIRED SIDE YARD SETBACK

630'-0"
EDGE OF
1ST FLOOR

640'-6"
EDGE OF
2ND FLOOR

640'-6"
2ND FLOOR

7'-6" REQUIRED FRONT YARD SETBACK

651'-0"
EDGE OF
3RD FLOOR

630'-0"
1ST FLOOR

651'-0"
3RD FLOOR

672'-0"

SCREEN AROUND AND ABOVE MECHANICAL EQUIPMENT, SHOULD BE PAINTED TO MATCH THE COLOR OF THE BUILDING

CONDENSING UNIT

EXHAUST DUCT

42'-4"

ELEV.

F.F.@ ROOF
=672'-6"

WATER HEATER

8'-0" REQUIRED SIDE YARD SETBACK

660

B
E-9.1

650.0' T.W.
649.0' B.W.

661'-6"
EDGE OF
4TH FLOOR

661'-6"
4TH FLOOR

674'-6"
HIGHEST
ELEVATION OF
THE BUILDING

648.0' T.W.
647.0' B.W.

660

STRUCTURE #2
UNIT #27&28 DETACHED
STRUCTURE

SCREEN AROUND MECHANICAL EQUIPMENT, SHOULD BE PAINTED TO MATCH THE COLOR OF THE BUILDING

A
E-9.1

33'-0"

620

630

640

645.0' T.W.
644.0' B.W.

650

SOLAR ZONE

5'-0" REQUIRED REAR YARD SETBACK

CONDENSING UNIT

655

EAST
E-8.2

8'-0" REQUIRED SIDE YARD SETBACK

D
E-9.2

NORTH
E-8.1

NEIGHBOR
3661 REGAL PL

LABYRINTH DESIGN STUDIO
Tel: 818.200.5005
Pouya@labyrinth-ds.com

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PROJECT:
NEW 28 UNIT APARTMENT BUILDING AT
3649-3657 NORTH REGAL PLACE
LOS ANGELES, CALIFORNIA 90068

DESIGNER :
LABYRINTH DESIGN STUDIO
POUYA PAYAN & EHSAN LIMA
1600 SAWTELLE BLVD., # 230
L.A. CA 90025
TEL (818) 200-5005
E-MAIL:
Pouya@labyrinth-ds.com

NO.	REVISION

SHEET TITLE

TOPOGRAPHIC ROOF PLAN

SCALE: 3/64"=1'
DRAWN
START DATE: FEB 2017
JOB NUMBER: REGAL 3657
SHEET

E-4

PLOT DATE: 4/24/2017

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FOOTPRINT STRUCTURE #1 13000 SF
FOOTPRINT STRUCTURE #1 2600 SF
HARDSCAPE 2400 SF
TOTAL IMPERVIOUS 18000 SF

SUSAMP TREATMENT SYSTEMS:
1- RAIN WATER TANK : 2 x 2500 = 5000 GALLONS
(FROM (5000/0.42=)11900 SF IMPERVIOUS AREA)
2- SUSAMP PLANTERS 500 SF
(FROM (500/0.07=)7100 SF IMPERVIOUS AREA)
TOTAL LANDSCAPE 6000 SF

SIGN TO SAY
"FOR GUEST PARKING
PLEASE GO TO LEVEL
1 OR LEVEL 2"

TRANSFORMER PAD

REGAL PLACE

FREDONIA DRIVE

NEIGHBOR
3639 REGAL PL

NEIGHBOR
3876 FERDONIA DR

NEIGHBOR
3878 FERDONIA DR

NEIGHBOR
3661 REGAL PL

EXISTING PROTECTING
TREES TO REMAIN

EXISTING
TREE TO
REMAIN

PROPOSED
CURB CUT

EXISTING
TREES TO BE
REMOVED

PROPOSED
CURB CUT

RAMP UP
20% SLOPE

RAMP DN.
20% SLOPE

PROTECTED
TREES TO
REMAIN

STRUCTURE #1
PROPOSED 5-STORY (26
UNIT) MULTY-FAMILY
APARTMENT BUILDING

EXISTING SINGLE FAMILY
RESIDENCE TO BE DEMOLISHED
UNDER SEPARATE PERMIT

12.22.C.6: 636'-0"
ELEVATION OF THE GROUND
AT A POINT FIFTY FEET
FROM THE FRONT LOT LINE
AND MIDWAY BETWEEN THE
SIDE LOT LINES DIFFERS 10
FEET OR MORE FROM THE
CURB LEVEL, THE FRONT
YARD NEED NOT EXCEED
FIFTY PERCENT OF THAT
REQUIRED IN THE ZONE
636'-0> 621'-0"+10'-0"

EXISTING GARAGE
TO BE DEMOLISHED
UNDER SEPARATE
PERMIT

PROTECTED TREES
TO BE REMOVED

5000 GALLON CISTERN

SUSAMP
PLANTER
500 SF

RETAINING WALL #1
RETAINING WALL #2

RAISED STAIR

STRUCTURE #2
UNIT #27&28 DETACHED
STRUCTURE

EXISTING SINGLE FAMILY
RESIDENCE TO BE DEMOLISHED
UNDER SEPARATE PERMIT

PROJECT
NORTH

N51°53'56"E 49.97'

N38°04'24"W 90.80'

N51°53'56"E 199.16'

N38°03'31"W 165.01'

N51°53'56"E 165.01'

N38°03'31"W 88.50'

N38°03'31"W 10.00'

659.0' T.W.
658.0' B.W.

654.0' T.W.
653.0' B.W.

650.0' T.W.
649.0' B.W.

648.0' T.W.
647.0' B.W.

645.0' T.W.
644.0' B.W.

621.50' T.W.
621.40' B.W.

621.50' T.W.
620.50' B.W.

621.50' T.W.
619.10' B.W.

621.50' T.W.
618.20' B.W.

622.50' F.S.

621.91TC
621.37FL

620.88TC
620.45FL

619.78TC
619.65FL

619.50' F.S.

619.47TC
619.01FL

619.45TC
618.97FL

619.50' F.S.

SLOPE 5%

619.00' F.S.

618.23TC
618.16FL

618.23TC
617.61FL

618.13TC
617.50FL

617.09TC
617.02FL

628.0' F.S.

637.0' F.S.

623.20'

623.63TC
623.09FL

623.56ST

623.46

622.84

622.81TC
622.32FL

621.91

620.92

620.23

619.66

618.90

618.30

617.61

619.70

50'-0"

75'-0"

16'-0"

10'-0"

8'-0" REQUIRED SIDE YARD SETBACK

8'-0" REQUIRED REAR YARD SETBACK

5'-0" REQUIRED SIDE YARD SETBACK

8'-0" REQUIRED PASSAGE WAY

8'-0" REQUIRED SIDE YARD SETBACK

5'-0" REQUIRED REAR YARD SETBACK

8'-0" REQUIRED SIDE YARD SETBACK

43'-8"

10'-0"

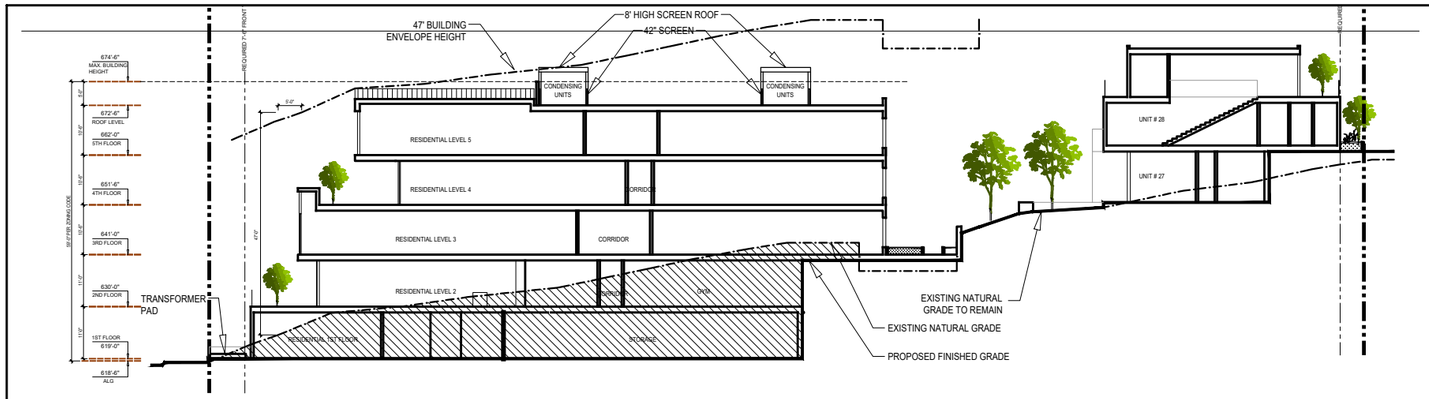
8'-0" REQUIRED SIDE YARD SETBACK

5'-0" REQUIRED REAR YARD SETBACK

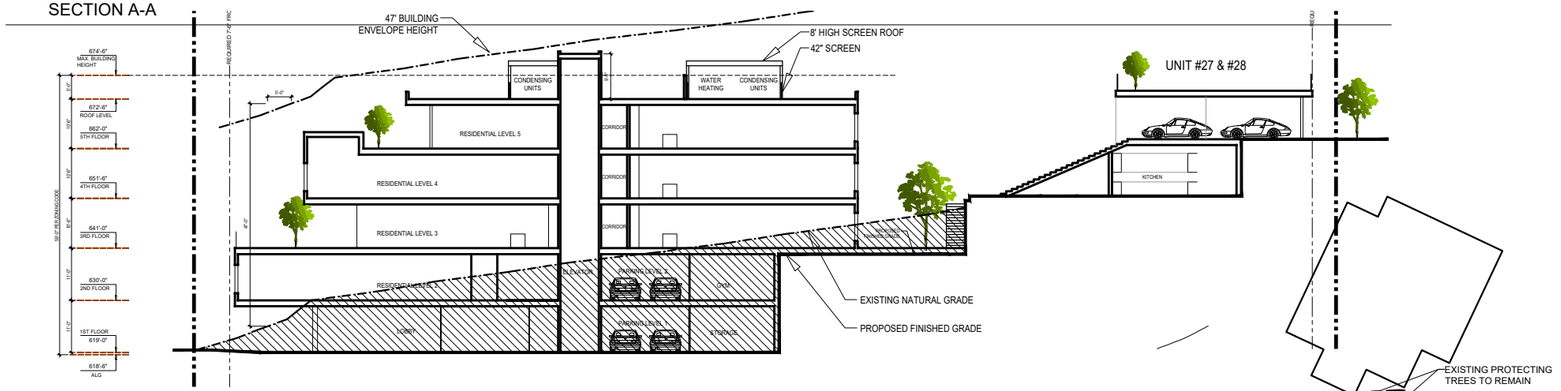
8'-0" REQUIRED SIDE YARD SETBACK

8'-0" REQUIRED SIDE YARD SETBACK

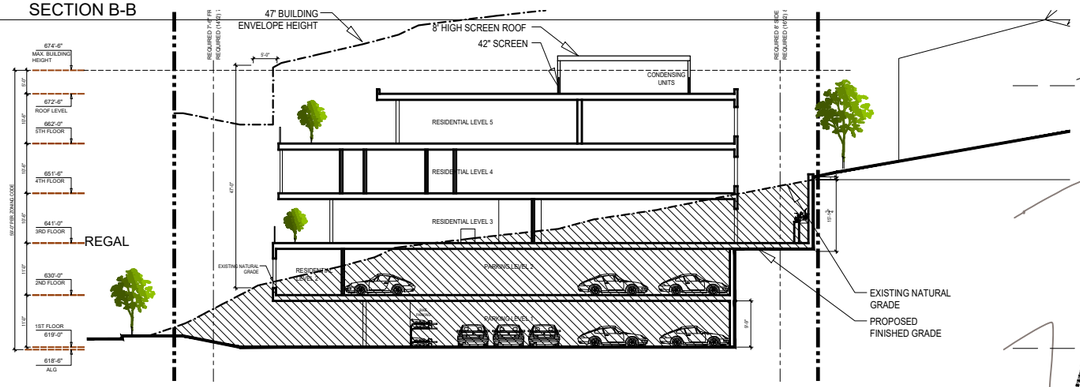
8'-0" REQUIRED SIDE



SECTION A-A



SECTION B-B



SECTION C-C

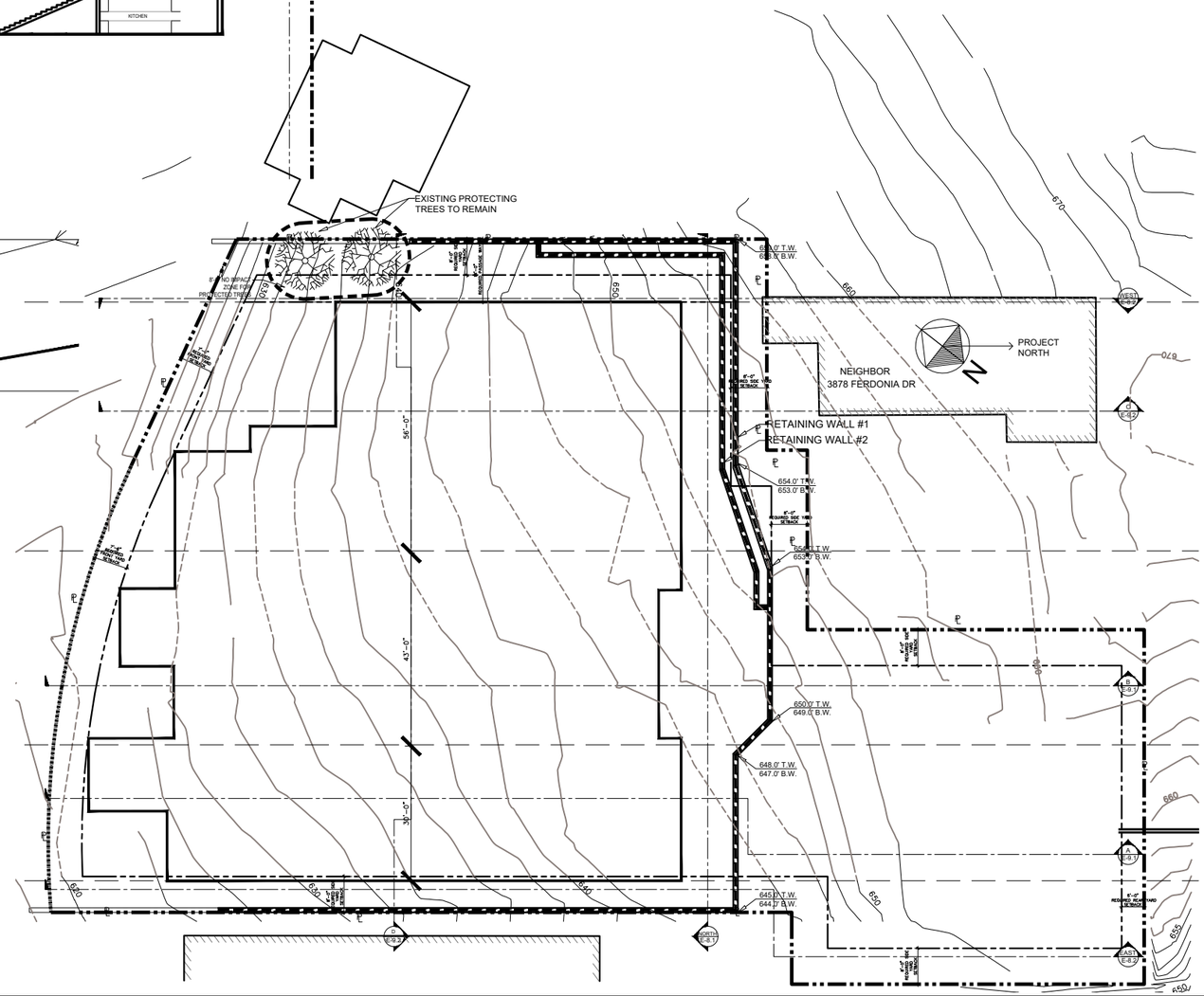
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VOMUME X-SECTION EARTHWORK CALCULATIONS

FORMULA: VOLUME= AREA x DISTANCE

SECTION	CUT AREA (SF)	DISTANCE (FT)	VOLUME CUT(CU.FT.)	VOLUME CUT(CY)
A	1901	30	57030	2112.22
B	2170	43	93310	3455.93
C	2860	56	160160	5931.85
PILES AND FOUNDATION				1500
TOTAL CUT				13000

MAX ALLOWABLE CUT = %50 OF LOT AREA (28940 SQ.FT) = 14490 CY



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E-MAIL:
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NO.	REVISION

SHEET TITLE
GRADING CALCULATION

SCALE: 1/32"=1'
DRAWN
START DATE: FEB 2017
JOB NUMBER: REGAL 3657
SHEET

E-5.4

PLOT DATE: 4/24/2017

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PROPOSED REPLACEMENT TREES

OAK	(N) OAK	10
BAY	(N) BAY	10

SIGN TO SAY "FOR GUEST PARKING PLEASE GO TO LEVEL 1 OR LEVEL 2"

REGAL PLACE

FREDONIA DRIVE

NEIGHBOR
3639 REGAL PL

NEIGHBOR
3876 FERDONIA DR

NEIGHBOR
3878 FERDONIA DR

NEIGHBOR
3661 REGAL PL

EXISTING PROTECTING TREES TO REMAIN

EXISTING TREE TO REMAIN

PROPOSED CURB CUT

EXISTING TREES TO BE REMOVED

PROPOSED CURB CUT

RAMP UP
20% SLOPE

RAMP DN.
20% SLOPE

PROTECTED TREES TO REMAIN

STRUCTURE #1
PROPOSED 5-STORY (26 UNIT) MULTY-FAMILY APARTMENT BUILDING

EXISTING SINGLE FAMILY RESIDENCE TO BE DEMOLISHED UNDER SEPARATE PERMIT

12.22.C.6: 636'-0" ELEVATION OF THE GROUND AT A POINT FIFTY FEET FROM THE FRONT LOT LINE AND MIDWAY BETWEEN THE SIDE LOT LINES DIFFERS 10 FEET OR MORE FROM THE CURB LEVEL, THE FRONT YARD NEED NOT EXCEED FIFTY PERCENT OF THAT REQUIRED IN THE ZONE. 636'-0"+ 10'-0" = 646'-0"

EXISTING GARAGE TO BE DEMOLISHED UNDER SEPARATE PERMIT

TRANSFORMER PAD

PROTECTED TREES TO BE REMOVED

RETAINING WALL #1

RETAINING WALL #2

SLOPE 5%

RAISED STAIR

STRUCTURE #2
UNIT #27&28 DETACHED STRUCTURE

EXISTING SINGLE FAMILY RESIDENCE TO BE DEMOLISHED UNDER SEPARATE PERMIT

PROJECT NORTH

N51°53'56"E 199.96'

N38°03'31"W 90.80'

N38°03'31"W 165.01'

N51°53'56"E 150.01'

N38°03'31"W 10.00'

N38°03'31"W 88.50'

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NO.	REVISION

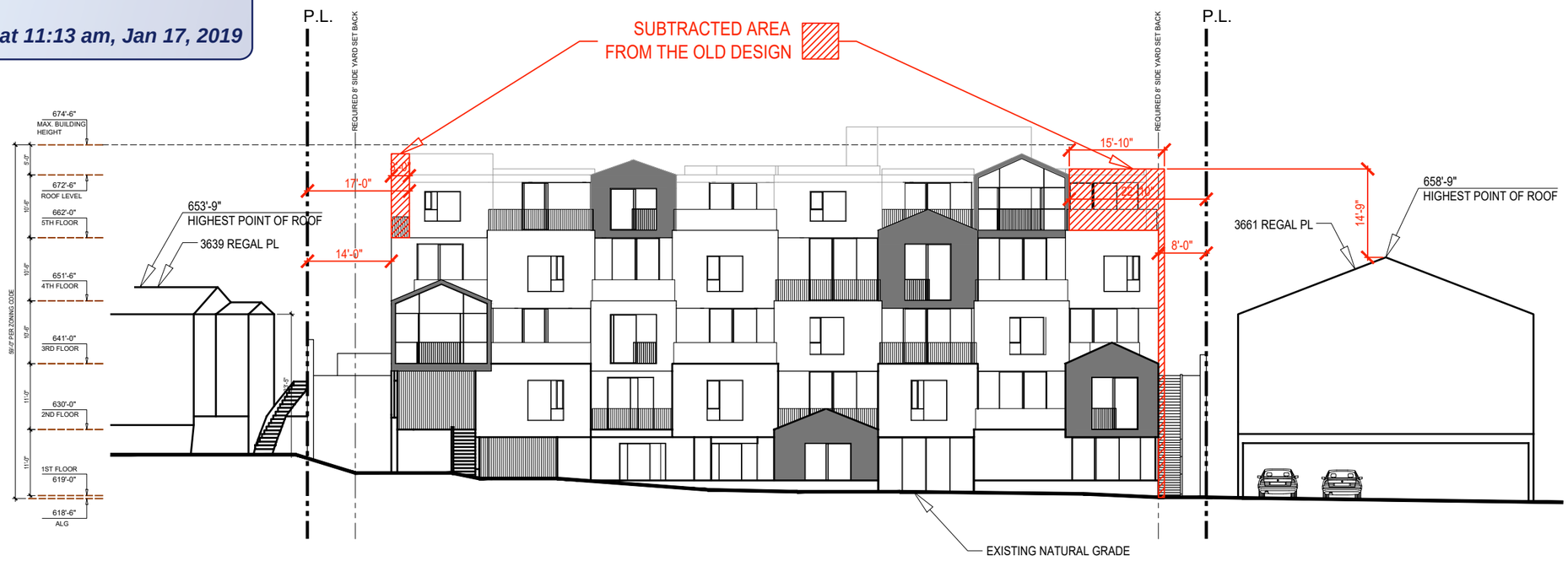
SHEET TITLE
SITE PLAN

SCALE: 3/64"=1'
DRAWN
START DATE: FEB 2017
JOB NUMBER: REGAL 3657
SHEET

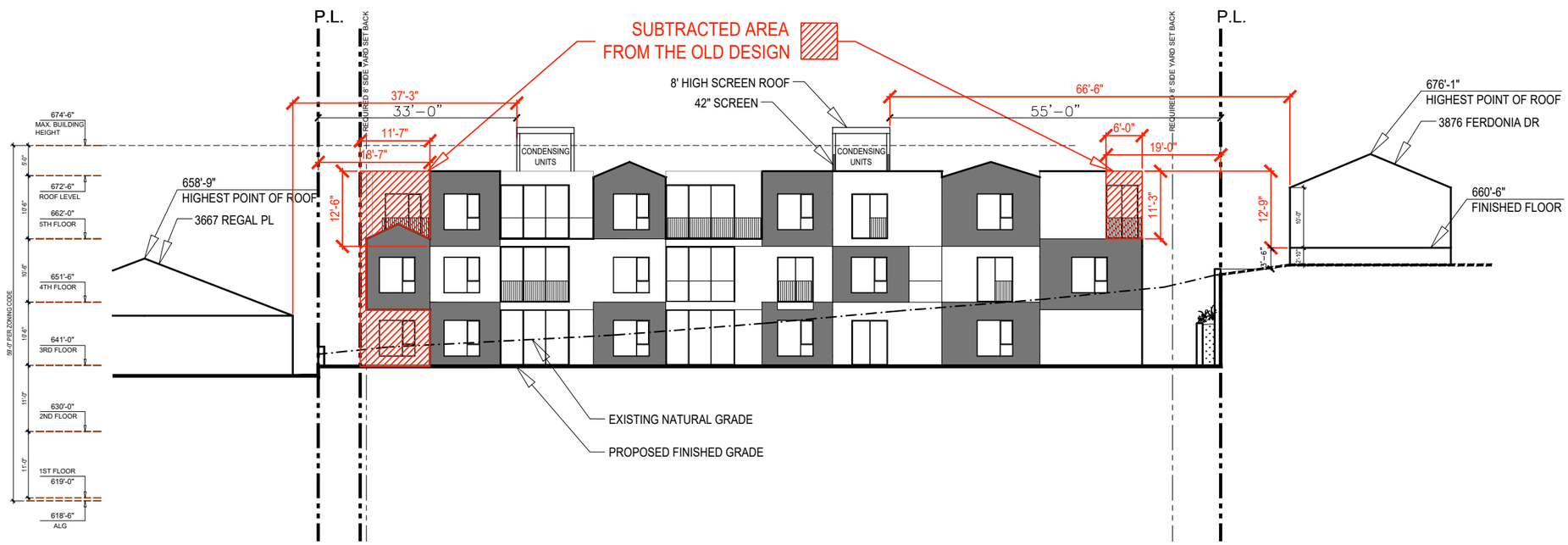
E-6

PLOT DATE: 4/24/2017

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① SOUTH ELEVATION — SCALE: 3/64"=1'-0"



② NORTH ELEVATION — SCALE: 3/64"=1'-0"

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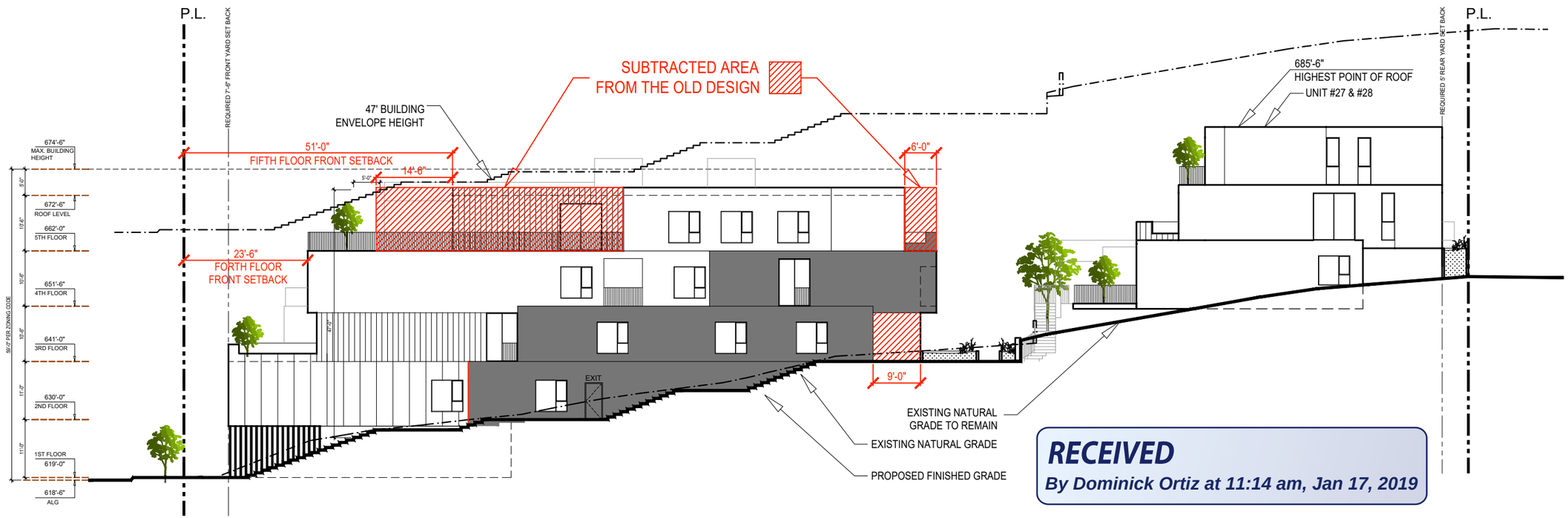
NO.	REVISION

SHEET TITLE
ELEVATIONS

SCALE: 3/64"=1'-0"
DRAWN
START DATE: FEB 2017
JOB NUMBER: REGAL 3657
SHEET

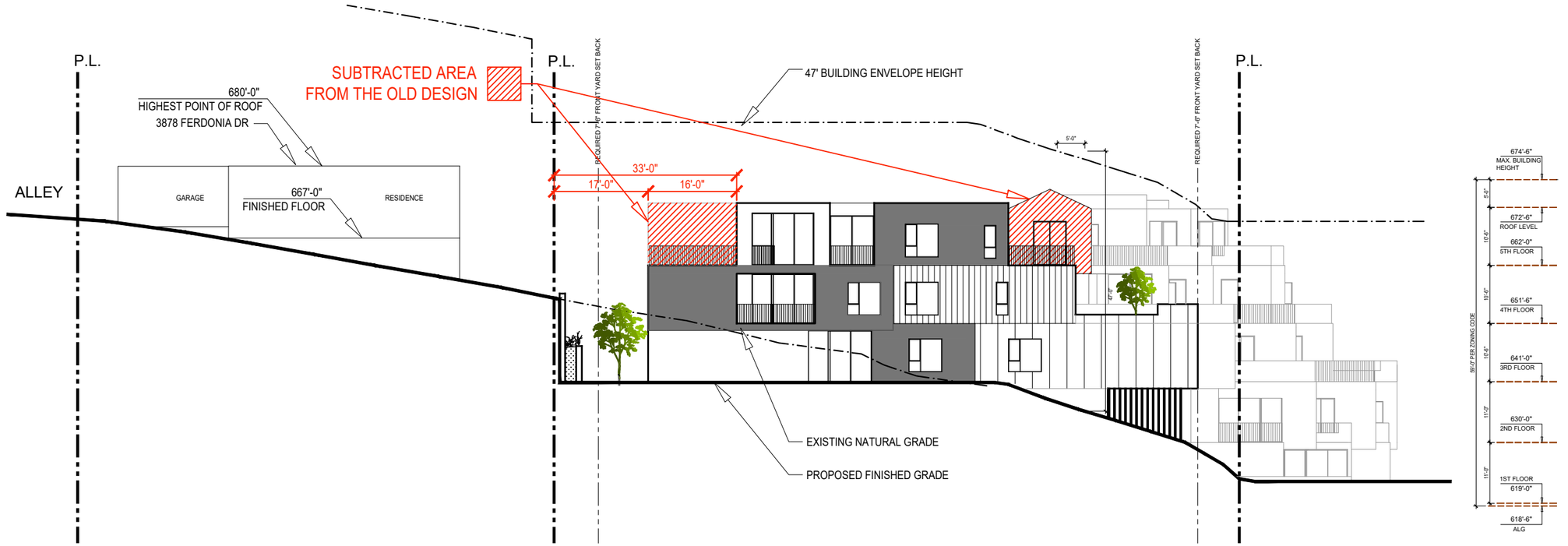
E-8.1

PLOT DATE: 4/24/2017



① EAST ELEVATION

SCALE: 3/64"=1'-0"



② WEST ELEVATION

SCALE: 3/64"=1'-0"

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NO.	REVISION

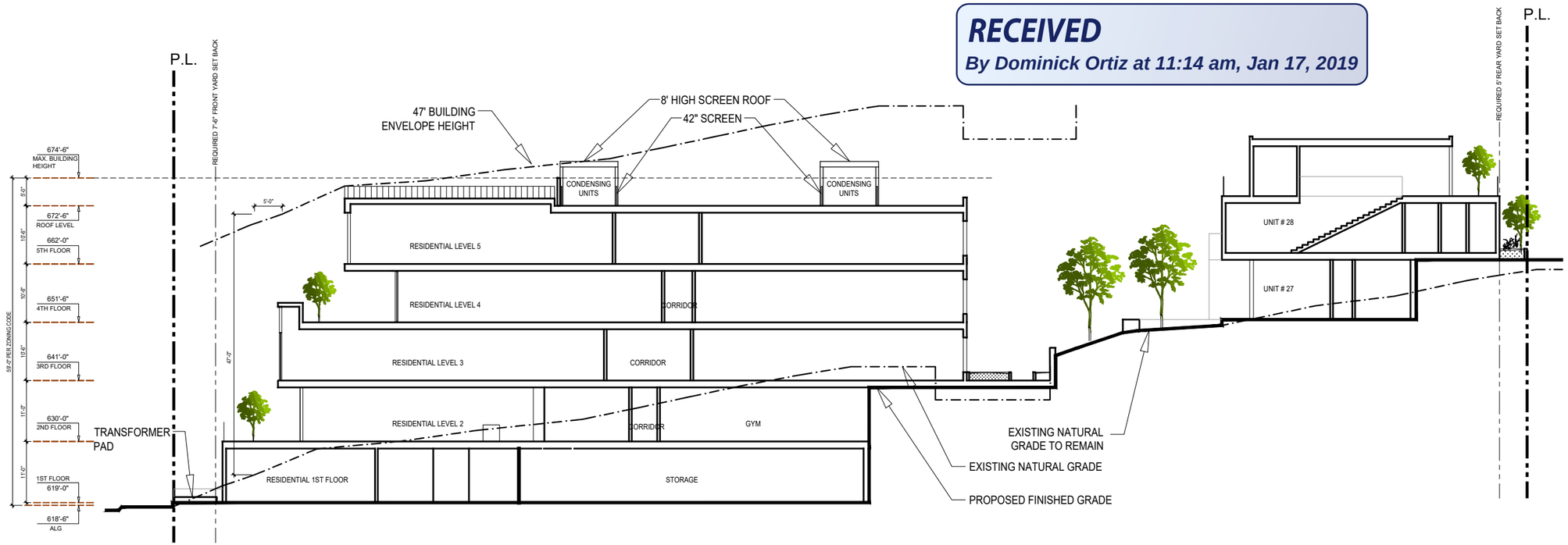
SHEET TITLE
ELEVATIONS

SCALE: 3/64"=1'-0"
DRAWN
START DATE: FEB 2017
JOB NUMBER: REGAL 3657
SHEET

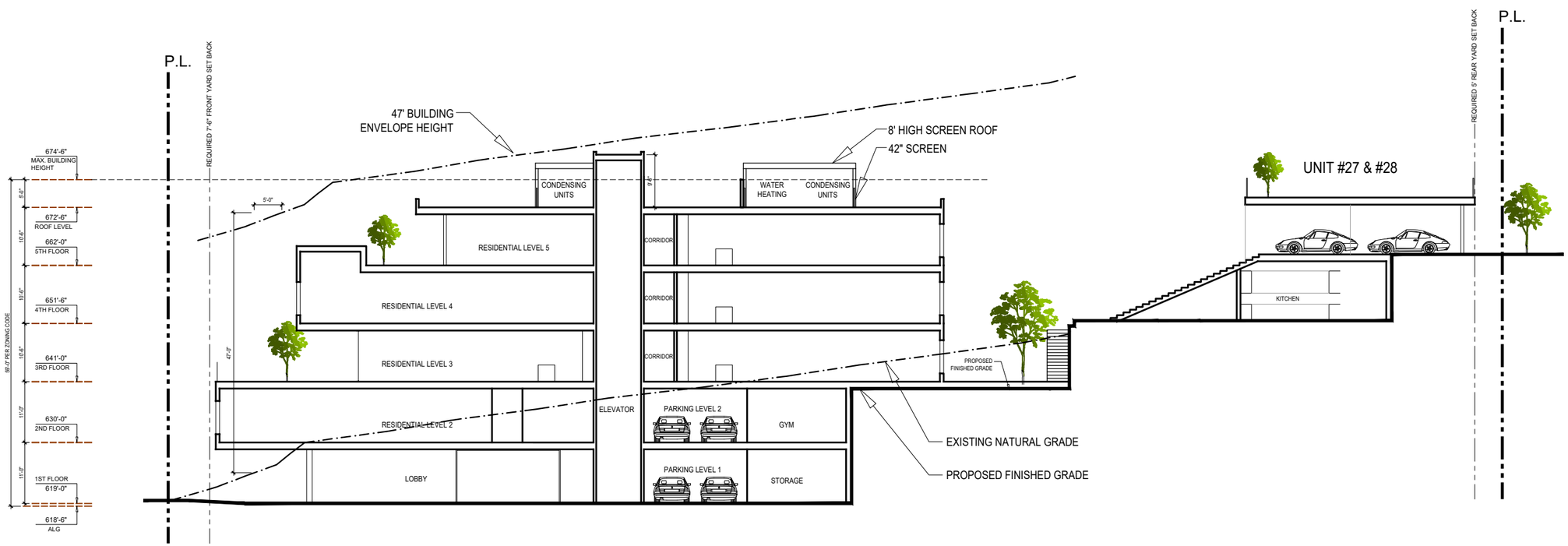
E-8.2

PLOT DATE: 4/24/2017

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① SECTION A-A — SCALE: 3/64"=1'-0"



② SECTION B-B — SCALE: 3/64"=1'-0"

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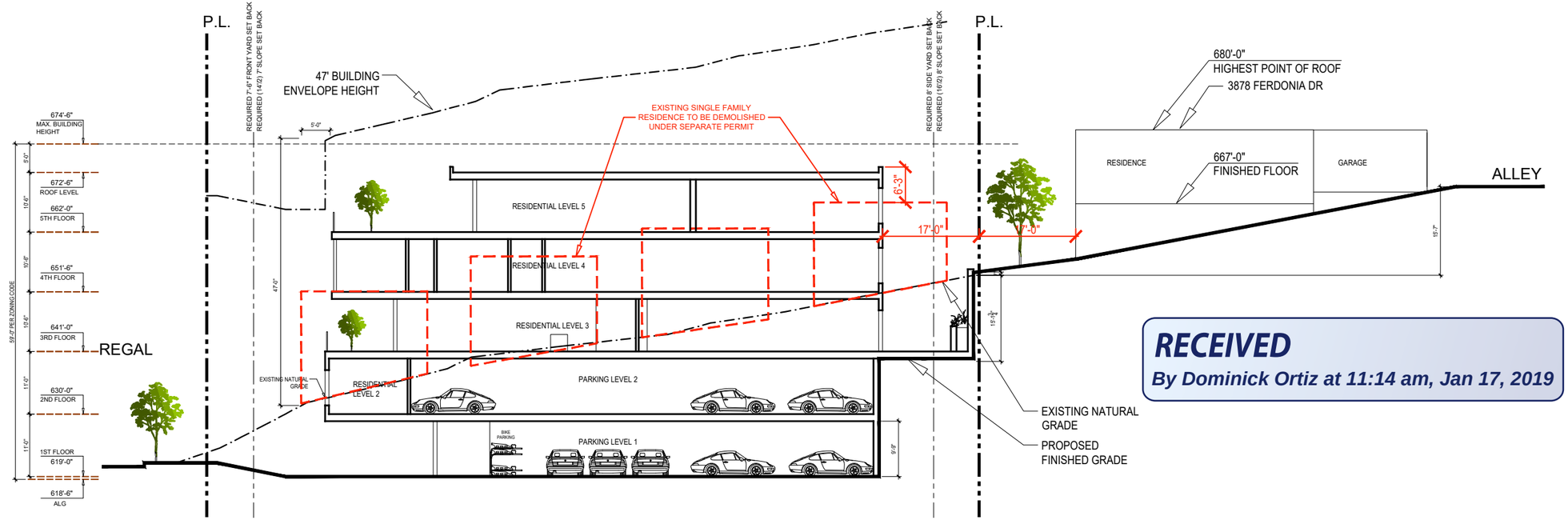
NO.	REVISION

SHEET TITLE
SECTIONS

SCALE: 3/64"=1'-0"
DRAWN
START DATE: FEB 2017
JOB NUMBER: REGAL 3657
SHEET

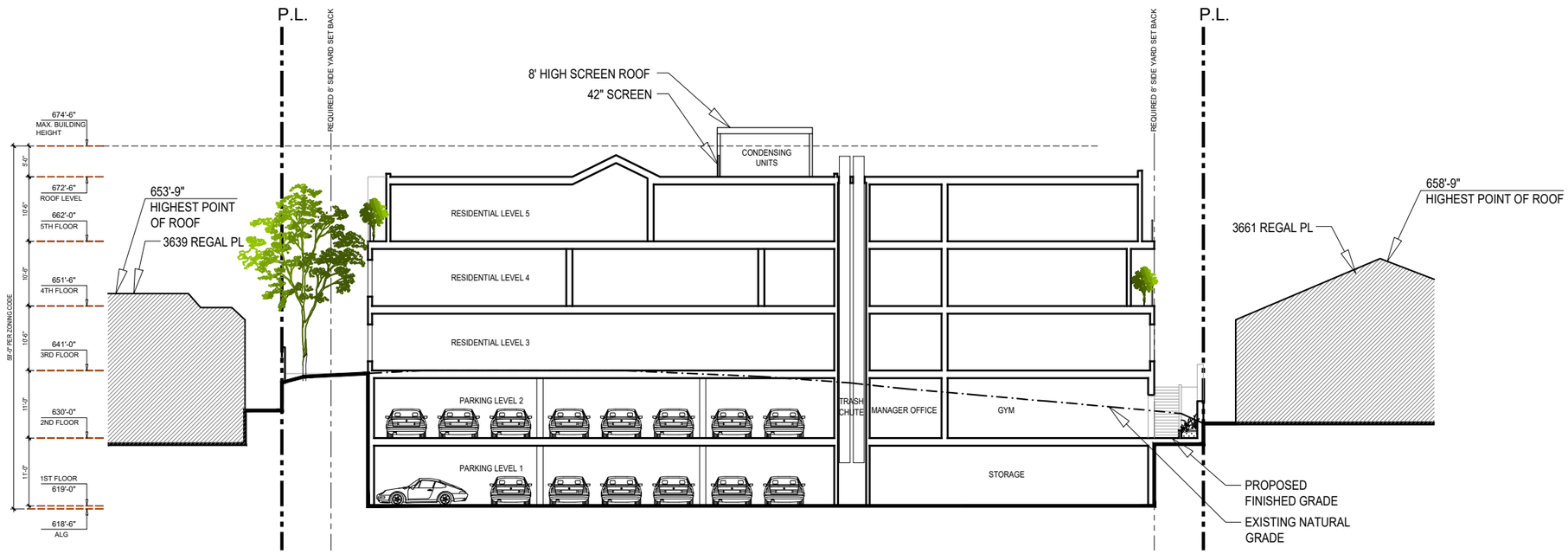
E-9.1

PLOT DATE: 4/24/2017



① SECTION C-C

SCALE: 3/64"=1'-0"



② SECTION D-D

SCALE: 3/64"=1'-0"

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NO.	REVISION

SHEET TITLE
SECTIONS

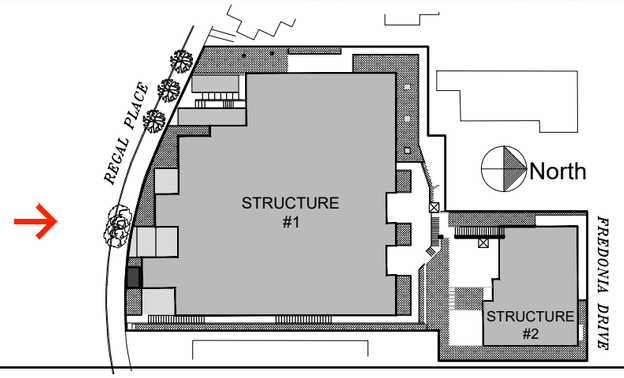
SCALE: 3/64"=1'-0"
DRAWN
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E-9.2

PLOT DATE: 4/24/2017



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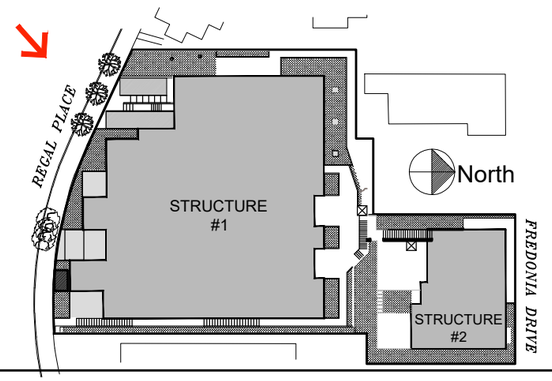
SHEET TITLE
COLORED RENDERING

SCALE:
DRAWN
START DATE: FEB 2017
JOB NUMBER: REGAL 3657
SHEET
E-10.10

PLOT DATE: 4/24/2017



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NO.	REVISION

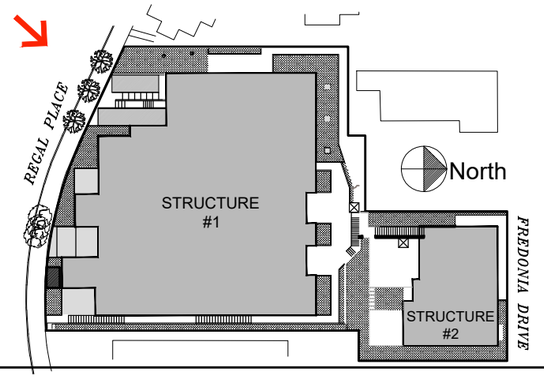
SHEET TITLE
COLORED RENDERING

SCALE:
DRAWN
START DATE: FEB 2017
JOB NUMBER: REGAL 3657
SHEET
E-10.11

PLOT DATE: 4/24/2017



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NO.	REVISION

SHEET TITLE
COLORED RENDERING

SCALE:
DRAWN
START DATE: FEB 2017
JOB NUMBER: REGAL 3657
SHEET

E-10.12

PLOT DATE: 4/24/2017

LETTER OF SUPPORT FOR 3657 REGAL PLACE
(CASE NO. DIR-2017-3522-DRB-SPP-MSP-TOC-1A)

January 18, 2019

TO CITY PLANNING COMMISSION:

Dear Commissioners:

My name is Gail Steinberg. I regret not being able to attend the hearing on January 24, 2019 as I will be traveling that day. I did attend the original Mulholland DRB hearing and spoke in support of the proposed development. I recall the project was very well received.

I have known the owners of this property, Ilan Gorodezki and Eyal Gamliel, for the better part of a decade. Indeed, I have served on the Studio City Neighborhood Council Land Use Committee and approved several condominium developments by these gentlemen. They are excellent, high quality developers who are mindful of the neighborhood and their immediate neighbors. In fact, Mr. Gamliel lives in Studio City and Mr. Gorodezki lives in Hancock Park. In my opinion, these are just the type of developers that our city should encourage.

In regards to this particular project, the owners have gone to great lengths to reach out to the community and to design a project that assimilates nicely into the hillside. I had the pleasure of walking the property with the understanding and vision of the proposed product. They have provided more than ample parking, per the wishes of the community. In fact, they have incorporated all of the DRB recommendations. I give this proposed development my unqualified support.

Sincerely,

Gail Steinberg

ERVIN COHEN & JESSUP LLP

9401 Wilshire Blvd., 9th Floor
Beverly Hills, CA 90212-2974
ethompson@ecjlaw.com
PH: 310.281.6356
FX: 310.859.2325
File 16157.1

January 16, 2019

VIA E-MAIL

Ms. Samantha Millman, President
Mr. Vahid Khorsand, Vice President
Mr. David Ambroz, Commissioner
Ms. Caroline Choe, Commissioner
Ms. Karen E. Mack, Commissioner
Mr. Marc Mitchell, Commissioner
Ms. Veronica Padilla, Commissioner
Mr. Dana M. Perlman, Commissioner
Ms. Renee Dake Wilson, Commissioner
City Planning Commission
City of Los Angeles
c/o Dominick Ortiz, Planning Assistant
Department of City Planning
6262 Van Nuys Boulevard, Room 430
Los Angeles, CA 91401

Re: **Case No. DIR-2017-3522-DRB-SPP-MSP-TOC**
(3649-3657 N. Regal Place, Los Angeles CA 90068)

Dear Honorable Commissioners:

We represent 1213 Las Vegas Blvd, LLC ("Owner") and its application for DIR-2017-3522-DRB-SPP-MSP-TOC, a proposed multi-family Transit Oriented Communities (TOC) Affordable Housing Incentive Program project at 3649-3657 N. Regal Place (the "Project"), which was unanimously recommended for approval by the Mulholland Scenic Parkway Design Review Board (DRB) on July 18, 2018 and approved by the Director of Planning on November 9, 2018.

We are writing in response to the appeals filed in opposition to the Project by Kristen Stoner and Roee Meisels (Appeal #1) and Randi Aarons (Appeal #2) (collectively, the "Appellants"). The Project, as approved, consists of a TOC project with 28 units, 4 of which would be set-aside for Very Low Income households (14% of total units). The 28,939 square-foot site allows for 20 units under the current density limitations of the RD1.5-1 zone. Pursuant to the provisions of the TOC Affordable Housing Incentive Program under Los Angeles Municipal Code ("LAMC") Section 12.22 A.31, the Project is eligible for a 40% Density Bonus for a total of 28 total units, with four units set aside as affordable. Two additional incentives were approved to allow: 1) a height increase to allow a base building height of 47 feet instead of the allowed base 40 feet; and a) a 25% reduction in the amount of required open space from 4,250 square feet to no less than 3,188 square feet.

A Class 32 Categorical Exemption ("CE") from environmental review under the California Environmental Quality Act ("CEQA") was issued for the Project pursuant to the City of Los Angeles (the "City") CEQA Guidelines.

For the reasons stated in detail below, the claims made by the Appellants are without merit and the appeals should be denied.

I. INTRODUCTION

The appeal hearing at the City Planning Commission ("CPC") is scheduled for Thursday, January 24, 2019. In preparation for the hearing, the following summary of arguments in opposition, with our responses following each argument, is provided to explain why the Director of Planning's decision should be sustained.

II. RESPONSES

Appeal #1 Comment 1. The project description incorrectly describes a 4-story building when the project is 5-stories.

Response: The building is 4-stories per building code and 5-stories per zoning code. In the first DRB submittal (March 2018) the building was labeled as a 4-story building; however, per the request of the DRB, the Project's application materials were modified to describe the Project as a 5-story building.

Appeal #1 Comment 2. The requested 7-foot height increase is not necessary and instead the project could provide less parking and reduce the overall building height.

Response: The comment incorrectly states that the Project is requesting a height variance. The Project does not request or require any variances. One of the requested TOC incentives is a height increase to allow a building height of 47 feet instead of the allowed 40 feet. Under the TOC, the Project is eligible for a height increase of up to 11 additional feet, for a total height of 51 feet, however the Applicant is only seeking an increase of 7 feet to a total height of 47 feet. The Project also qualifies for additional height because the lot has a 20% slope. With the addition of 12 feet in height because of the 20% slope of the lot, and the additional requested on-menu TOC incentive of 7 feet, the total height of the Project will be 59 feet. The actual height of the building at any given point is no more than 47 feet from the grade below it.

With regard to parking, the Project is required to provide 14 parking spaces per the TOC Tier 3 requirements. After meeting with the Neighborhood Council and other stakeholders, the Owner recognized that the neighborhood is sensitive with regard to parking and that street parking is not readily available, particularly because of the location in a hillside, so the Project initially provided 47 parking spaces. After the first DRB hearing regarding the Project, with several neighbors concerned about street parking being further impacted by the Project, the Project was revised to include 56 total vehicular parking spaces. The DRB requested this additional on-site parking of the Owner. Furthermore, the Owner met with the Hollywood Hills West Neighborhood Council three times. Providing as many parking spaces as possible was one of the dominant issues at those meetings, and the Owner believes it is most beneficial to keep the 56 parking spaces as approved. This number of parking spaces was requested by the DRB, addresses the concern of neighbors and the Neighborhood Council, and would serve to provide sufficient parking for residents and their guests so that street parking is not impacted by the project.

Appeal #1 Comment 3. A 25% reduction in open space would be a mistake.

Response: The Project includes an incentive for a 25% reduction in the amount of required open space from 4,250 square feet to no less than 3,188 square feet. This incentive will allow the Owner to set aside four units for Very Low Income households. Furthermore, the Project includes more than 2,600 square

feet of untouched sloped area which is not counted toward usable open space in order to preserve the natural slope (per Mulholland guideline 2).

Appeal #1 Comment 4. Appellant would like a 15-foot setback between the Property and Appellant's property at 3878 Fredonia Drive.

Response: Although an 8-foot side yard is required between the Property and Appellant's property at 3878 Fredonia Drive, the Project is actually providing a 17-foot setback between the Property and Appellant's property at 3878 Fredonia Drive (see plan set sheet E-8.2).

Appeal #1 Comment 5. Roof decks above the 4th floor were not allowed per the DRB, but plans show multiple roof top decks above the 4th floor.

Response: At the first DRB hearing on March 7, 2018 the Project materials referred to the building as four stories. The DRB recommended, as the staff report indicated on page A-5, "No roof top deck above the fourth floor as a consideration." Thus, to be clear, the reference to the "fourth floor" was for a project that showed the fourth floor as being the top floor of the building. In other words, and per their plain language, the DRB recommended removing only rooftop patios, not top floor balconies. The DRB also requested that the plans be revised to refer to the building as five stories, rather than four stories, as the appeal staff report indicates at the top of page A-5 ("b. As presented the structure is a 5 story building and this should be indicated in revised plans..."). This has been done.

Prior to the second DRB hearing on July 18, 2018 the Project materials were revised to remove any rooftop decks. The Project includes terraces and/or patios for individual units that provide articulation of the building and private open space. All these terraces are at the floor level of each story; not on the rooftop. There are no balconies or patios provided where a resident would climb to the roof of their unit. Additionally, there are no proposed common deck areas – rooftop or otherwise. As the plans were unanimously approved by DRB on July 18, there were no conditions or comments regarding rooftop decks as part of the approval because none remains.

Appeal #1 Comment 6. The determination letter states the property is 35,538.5 square feet and the survey states 28,939 square feet. Density bonus on 35,538 square feet should not be granted.

Response: Page 2 of the letter of determination incorrectly states that the project site is approximately 35,528.5 square feet. The Project site is 28,939 square feet as stated on all Project application materials and plans. The 28,939 square-foot site allows 20 units under density limitations of the RD1.5-1 zone. Pursuant to the provisions of the TOC Affordable Housing Incentive Program under LAMC Section 12.22 A.31, the Project is eligible for a 40% Density Bonus for a total of 28 total units, with four set aside as affordable. Therefore, the density bonus was calculated based on the appropriate square footage of 28,939 square feet.

Appeal #1 Comment 7. The letter of determination states that 5 oak trees are being replaced at a ratio of 4:1 but the Project landscape plans show oak trees being replaced at a ratio of 2:1. The Appellants would like more information about the existing and proposed trees and substantiation by an Oak Tree expert and the City Urban Forestry Division.

Response: A tree report was prepared for the Project by Lisa Smith, Registered Consulting Arborist #464, ISA Board Certified Master Arborist #WE3782B, and ISA Tree Risk Assessor Qualified ("Tree Report"). As discussed in the Tree Report, the Project site includes 7 Coast Live Oak, *Quercus agrifolia*

trees, which would be replaced at a ratio of 4:1. The replacement trees are not required to be Oak trees, and the City's Urban Forestry Division prefers diversity in the replacement of trees within the "native species" categories. The Project is proposing to replace the 5 Coast Live Oak trees that are being removed with 2:1 Oak trees and 2:1 Bay Laurel (native) trees. The ratio mix was determined in coordination with the DRB, which requested that Sycamores not be included in the tree replacement.

The 34 non-protected tree species on the Project site are required to be replaced at a ratio of 1:1, and 2:1 for street trees. It is not required that all removed trees be replaced with Oak trees.

Appeal #1 Comment 8. The Appellants state that the Project will have an adverse impact on the neighborhood, specifically related to increase traffic on an alley (Fredonia) and on Regal Place, and will increase noise in the hillside area.

Response: The Project meets the definition of a Class 32, 15332 In-Fill Development Projects and, therefore, is eligible for a Class 32 categorical exemption under CEQA. The Project would be consistent with all general plan, zoning, and City regulations; would be located in an urbanized area or a lot less than 5 acres in size; would not be located in an area of habitat for endangered, rare or threatened species; would not result in any significant effects related to traffic, noise, air quality, or water quality; and would be adequately served by all required utilities and public services.

Traffic-generating characteristics of residential apartments have been studied by the Institute of Transportation Engineers (ITE), the City's Department of Transportation (LADOT) and as provided in the Coastal Transportation Corridor Specific Plan. Results of these traffic generation studies have been published in Trip Generation, 9th Edition Handbook, and this publication has become the industry standard for estimating traffic generation for different land uses. These studies indicate that the uses associated with the Project generally exhibit the trip-making characteristics provided below in Table 1.

Table 1
Project Trip Generation Rates

			AM Peak Hour			PM Peak Hour		
Land Use	**ITE Code**	**Daily**	**Total**	**In**	**Out**	**Total**	**In**	**Out**
Apartments (per unit)	220	6.65	0.51	20%	80%	0.70	65%	35%
Affordable Apartments (per unit)	LADOT	4.08	0.50	40%	60%	0.34	55%	45%

The change in traffic generated by the Project is shown below in Table 2. This table shows that the Project is expected to generate 142 daily trips, including 12 morning and 14 afternoon peak hour trips.

Table 2
Project Traffic Generation

		AM Peak Hour			PM Peak Hour		
Proposed Land Use	**Daily Traffic**	**Total**	**In**	**Out**	**Total**	**In**	**Out**
19 Additional Apartments	126	10	2	8	13	8	5
4 Additional Affordable Apartments	16	2	1	1	1	1	0
Total New Trips	**142**	**12**	**3**	**9**	**14**	**9**	**5**

As explained in the City's Department of Transportation (LADOT) traffic studies manual (Los Angeles Department of Transportation, *Traffic Study Policies and Procedures*, August 2014), a Traffic Study is required for development projects forecast to generate over 43 AM or PM commuter peak hour trips. Because the Project is estimated to generate 12 AM and 14 PM peak hour trips, it is forecast to generate only a fraction of the 43 peak hour trip threshold used by LADOT for purposes of determining whether a detailed review of traffic impacts is required. Therefore, the Project will not cause a significant or substantial increase in traffic. Furthermore, the Project is entirely consistent with the zoning and land use designations of the site, including density. Therefore, the density proposed is as planned by the General Plan, Community Plan, and Specific Plan, as well as the zoning code. The existing mobility and circulation available in close proximity to the proposed Project will result in no traffic impacts as a result of the Project.

Regarding noise, Section 41.40 of the LAMC regulates noise from demolition and construction activities. Specifically, Section 41.40 prohibits construction activity (including demolition) and repair work, where the use of any power tool, device, or equipment would disturb persons occupying sleeping quarters in any dwelling hotel, apartment, or other place of residence, between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, and between 6:00 p.m. and 8:00 a.m. on Saturday. All such activities are also prohibited on Sundays and all federal holidays. Section 112.05 of the LAMC also specifies the maximum noise level of construction machinery that can be generated in any residential zone of the city or within 500 feet thereof. The Project must comply with these City of Los Angeles Noise Ordinances during construction and operation.

Appeal #1 Comment 9. The Appellant states that the neighborhood cannot support a 11,159 square foot home and that the Project is incompatible with the neighborhood.

Response: The number referenced by the comment, 11,159 square feet, is the average building square footage of nearby properties in a 100-foot radius around the Property including two multifamily buildings: 3650 Regal Place which is 32,992 square feet on a 27,376 square-foot lot and 3880 Fredonia Drive which is 36,272 square feet on a 41,192 square-foot lot. The comment is referring to a sheet provided as part of the application materials for the Project, which is required by the Mulholland Design Review application process.

The Project site is 28,939 square-feet, which would allow 20 units under density limitations of the RD1.5-1 zone. Pursuant to the provisions of the TOC Affordable Housing Incentive Program under LAMC Section 12.22 A.31, the Project is eligible for a 40% Density Bonus for a total of 28 total units, with four set aside as affordable. Two additional incentives were approved to allow: 1) a height increase to allow a building height of 47 feet instead of the allowed 40 feet; and a) a 25% reduction in the amount of required open space from 4,250 square feet to no less than 3,188 square feet. No incentives were requested for an increase in building size.

Average unit sizes are between 1,425 square feet and 1,767 square feet. The overall size of the Project's building would be approximately 68,000 square feet.

Appeal #1 Comment 10. Appellants state that the neighborhood is experiencing a shortage in parking.

Response: This comment contradicts Appeal #1 Comment 2 which requests that the Project reduce parking in order to reduce the overall building height. As discussed above, the Project is required to provide 14 parking spaces per the TOC Tier 3 requirements. The Owner recognized the neighborhood is sensitive with regard to parking and street parking is not readily available, so the Project initially provided 47 parking spaces. After the first DRB hearing regarding the Project, with several neighbors concerned about street parking being further impacted by the Project, the Project was revised to include 56 total vehicular parking spaces. The DRB requested this additional on-site parking of the Owner.

Appeal #2 Comment 1. The demolition of 5 on-site units and displacement of tenants is avoidable and unnecessary. The Project is a violation of the General Plan.

Response: Land uses on the Subject Property are also guided by the City of Los Angeles General Plan (General Plan). The Land Use Element of the General Plan consists of the 35 Community Plans that guide local land use. As the Land Use Element of the City General Plan, the Community Plans implement land use policies for their respective Community Plan Area. The Community Plans coordinate development among the various communities of the City and adjacent municipalities in a fashion both beneficial and desirable to the residents of the community and are consistent with the other elements of the General Plan.

The project site is located within the Sherman Oaks - Studio City - Toluca Lake - Cahuenga Pass Community Plan area and is designated for Low Medium Density Residential land uses. The proposed Project consists of a 5-story residential building containing 28 units. The Project would meet the goals and objectives of the Sherman Oaks - Studio City - Toluca Lake - Cahuenga Pass Community Plan as they relate to residential development. Overall, the proposed Project would be consistent with the surrounding area and would serve the needs of existing and possible future residents within the Sherman Oaks - Studio City - Toluca Lake - Cahuenga Pass Community Plan Area. The project is consistent with the General Plan Land Use designation (Low Medium Density Residential) and all General Plan policies.

All tenants (including this appellant) vacated the Property after receiving proper compensation and required notice and timing required by State law. The City's Housing Department ("HCIDLA") has reviewed all documentation and signed off on all required forms in compliance with State law. The Property is vacant and ready for construction.

Appeal #2 Comment 2. The Project violates TOC Guidelines by taking height, density, and reduction of open space bonuses in addition to TOC bonuses, which TOC restrictions specifically preclude.

Response: It is unclear what this comment is referring to. As discussed in the Project's application materials, the letter of determination, and above, the Project, as approved, consists of 28 units, four of which would be set-aside for Very Low Income households (14% of total units). The 28,939 square-foot site would allow 20 units under density limitations of the RD1.5-1 zone. Pursuant to the provisions of the TOC Program under LAMC Section 12.22 A.31, the Project qualifies as a Tier 3 TOC project, and is eligible for a 40% Density Bonus for a total of 28 total units, with four set aside as affordable. This is considered the "Base Incentive". The TOC Guidelines allow for "Additional Incentives" for qualifying projects. The Project requested, and was approved for, two additional on-menu incentives to allow: 1) a height increase to allow a building height of 47 feet instead of the allowed 40 feet; and a) a 25%

reduction in the amount of required open space from 4,250 square feet to no less than 3,188 square feet. The proposed TOC Project is consistent with the TOC Guidelines.

Appeal #2 Comment 3. The Project guarantees a significant change to the environment resulting in direct violations of CEQA and should require seismic studies based on empirical data.

Response: Article 19 (Categorical Exemptions) of the State California Environmental Quality Act (CEQA) Guidelines lists classes of projects that are exempt to the requirements of CEQA. CEQA Guideline 15332 In-Fill Development Projects, Class 32, applies to the Project. The statutory language of each condition and possible exception is shown in the Notice of Exemption prepared by the City and filed with the County Clerk.

A Geology / Soils report was prepared for the Project by Byer Geotechnical and reviewed by the Grading Division of the Department and Building and Safety. The Grading Division approved the Geology / Soils Report on October 4, 2017. The Project would comply with not only the specific recommendations of the Geology / Soils Report and the approval letter prepared by the Grading Division, but also with the City Building Code, which incorporates, with local amendments, the latest editions of the International Building Code and California Building Code. Compliance with the City Building Code includes incorporation of seismic standards appropriate to the Project Site and its Seismic Design Category. Modern buildings are designed to resist ground shaking through the use of shear panels, moment frames, and reinforcement in compliance with the Building Code. Additionally, LADBS would review the Project plans for consistency with the findings and recommendations of the Grading Division and the Building Code. Conformance with all current Building Code requirements would minimize the potential for structures on the Project Site to sustain damage during an earthquake.

Appeal #2 Comment 4. The Project would destroy the last known bungalow court building in the Universal City Hills/Cahuenga Pass. Project approval is a violation of the General Plan.

Response: The Project site is currently developed with five residential units. These units have not been designated as historic by any federal, state, or local agencies. There are no City designated Historic Landmarks on the project site. The nearest designated Historic Resources to the Subject Property is Miceli's Italian Restaurant located at 3655 N. Cahuenga Boulevard, approximately 0.1 mile northeast of the Property.

Appeal #2 Comment 5. The Project is incongruent in massing and density with the neighborhood, constituting a violation of the General Plan.

Response: The Planning and Zoning Code designates the project site RD1.5-1 (Restricted Density Multiple Dwelling Zone – Height District 1). The 28,939 square-foot site would allow 20 units under density limitations of the RD1.5-1 zone. Pursuant to the provisions of the TOC Program under LAMC Section 12.22 A.31, the Project qualifies as a Tier 3 TOC project, and is eligible for a 40% Density Bonus for a total of 28 total units, with four set aside as affordable. The Project complies with the parking requirement of the use, zone, and TOC.

The building has been designed to follow the existing uphill contours of the site, with the building stepping back from Regal Place as the hill slopes up. The design is a contemporary style which draws on the natural environment of the community to achieve a look and feel of a village in the hills. Each floor steps back with the natural slope of the land and planters are placed on each terrace to achieve an

organic hillside appearance. Earth tone colors from the approved Mulholland Design Guidelines Color Wheel have been selected for the Project.

Appeal #2 Comment 6. The Project destroys five mature oak trees, the removal of which removes local habitat for wildlife. The Project constitutes a violation of the Open Space Plan.

Response: The Tree Report prepared for the Project by Lisa Smith, identifies that Project site includes 7 Coast Live Oak, *Quercus agrifolia* trees, which would be replaced at a ratio of 4:1. The 34 non-protected tree species on the Project site are required to be replaced at a ratio of 1:1, and 2:1 for street trees. This, the Project would result in an overall increase in trees on the Project site over existing conditions. Furthermore, the Project would be required to comply with the Migratory Bird Treaty Act (MBTA). Migratory nongame native bird species are protected by international treaty under the Federal MBTA of 1918 (50 C.F.R Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA).

Appeal #2 Comment 7. The Project increases traffic, congestion, parking, and pollution issues.

Response: See Response to Appeal #1 Comment 8, above. In addition, the Project would provide 28 new units on a site that currently contains 5 units. The Project would increase the number of residential units available to residents of the City and increase the City's housing stock for Very Low Income households.

Appeal #2 Comment 8. The Project permanently removes 5 rent-stabilized houses and would only supply 4 low income units, therein diminishing the stock of affordable housing. This is a violation of the Housing Plan.

Response: The Project would provide 28 new units on a site that currently contains 5 units. The Project would increase the number of residential units available to residents of the City and increase the City's housing stock for Very Low Income households. All tenants have vacated the Property after receiving proper compensation and required notice and timing required by State law. The City's Housing Department ("HCIDLA") has reviewed all documentation and signed off on all required forms in compliance with State law.

Appeal #2 Comment 9. The developers have misrepresented the amount of usable land to the Planning Board and at Neighborhood Council meetings.

Response: It is unclear what this comment is in reference to. The Project site is 28,939 square feet and the Project has been designed accordingly.

Appeal #2 Comment 10. The developers are foreign, non-constituents who do not live in the area and are profiteering at the expense of others.

Response: Although this comment is meant to be inflammatory and disrespectful and frankly does not warrant a response, it should be noted that the two property owners are United States citizens, one having lived in Los Angeles for 40 years, 13 of those years in Studio City, and the other having lived in Los Angeles 20 years. The owners have built 140 units in 6 buildings in Studio City and another 110 units in Valley Village and Sherman Oaks, and together have built 280 units built in the San Fernando Valley.

Appeal #2 Comment 11. The Project is non-compliant for the neighborhood and does not meet the needs of the local community.

Response: As discussed above, the Project is consistent with the General Plan Land Use designation (Low Medium Density Residential) and all General Plan policies, and with the zoning designation of RD1.5-1. The Project is consistent with the provisions of the TOC Program LAMC Section 12.22 A.31. The Project would provide 28 new housing units on a site that currently contains 5 housing units. The Project would increase the number of residential units available to residents of the City and increase the City's housing stock for Very Low Income households.

Furthermore, the Project building has been designed to follow the existing uphill contours of the site, with the building stepping back from Regal Place as the hill slopes up. The design is a contemporary style which draws on the natural environment of the community to achieve a look and feel of a village in the hills. Each floor steps back with the natural slope of the land and planters are placed on each terrace to achieve an organic hillside appearance. Earth tone colors from the approved Mulholland Design Guidelines Color Wheel have been selected for the Project.

Appeal #2 Comment 12. The Project creates multiple negative impacts on the neighborhood and denies the Appellant the privilege of staying at the Property.

Response: As discussed above, the Project is exempt from CEQA under Class 32. Furthermore, the relocation of the residents previously living on the Project site was not part of the Planning Director's approval of the Project. Relocation of the tenants previously living on the Project site was done in accordance with the Ellis Act and under coordination with HCIDLA, the Los Angeles Housing + Community Investment Department.

Appeal #2 Comment 13. The Appellant states the Planning Board and Director have been presented with misinformation regarding the accurate size of buildable land area, TOC regulations, and CEQA exceptions.

Response: The Project, as approved, consists of 28 units, four of which would be set-aside for Very Low Income households (14% of total units). The 28,939 square-foot site would allow 20 units under density limitations of the RD1.5-1 zone. Pursuant to the provisions of the TOC Program under LAMC Section 12.22 A.31, the Project is eligible for a 40% Density Bonus for a total of 28 total units, with four set aside as affordable. Two additional incentives were approved to allow: 1) a height increase to allow a building height of 47 feet instead of the allowed 40 feet; and a) a 25% reduction in the amount of required open space from 4,250 square feet to no less than 3,188 square feet.

The Project meets the definition of a Class 32, 15332 In-Fill Development Projects and, therefore, is eligible for a Class 32 categorical exemption under CEQA. The Project would be consistent with all general plan, zoning, and City regulations; would be located in an urbanized area or a lot less than 5 acres in size; would not be located in an area of habitat for endangered, rare or threatened species; would not result in any significant effects related to traffic, noise, air quality, or water quality; and would be adequately served by all required utilities and public services. The statutory language of each condition and possible exception is shown in the Notice of Exemption prepared by the City and filed with the County Clerk.

Appeal #2 Comment 14. The Project approval requires an in-depth investigation and additional review.

Response: Specific comments are addressed above. We urge the City Planning Commission to deny the appeal based on the lack of substantive arguments or information presented by the Appellants.

III. CONCLUSION

The Appellants have failed to demonstrate that there are any reasons why the Project does not qualify as a TOC Affordable Housing Incentive Program Project as approved. The Project, as approved by the Director of Planning, meets the requirements of CEQA and would not result in any adverse environmental impacts. The City faces a well-documented housing shortage, and the Project would increase the number of residential units available to residents of the City and increase the City's housing stock for Very Low Income households. For all the aforementioned reasons, the above appeals lack merit, and we respectfully ask that the City Planning Commission deny this appeal and recommend approval of the Project.

In addition, the Project received several support letters and many supporters appeared to express their support at the Mulholland Scenic Parkway Design Review Board hearing for the Project on March 7, 2018. The letters are attached as Exhibit A to this letter.

We would be more than happy to address any questions you may have during the hearing on January 24th. Thank you for your attention to this letter.

Sincerely,



Ellia M. Thompson

SUPPORT LETTER FOR 3657 REGAL PLACE

DEAR CITY PLANNING COMMISSIONERS:

I am Michael Cade. I own and have been living in the house at 3989 Fredonia Drive since 1996. The above project is in close proximity to my house. I intend to attend the appeal hearing on January 24th but since I cannot stay long I may not have the opportunity to speak. Therefore I am submitting this letter just in case.

I support the above project. In fact I attended a hearing for the Mulholland Design Review Board last year and I spoke in favor of the developers. At that hearing there was wide-spread praise for the design and for the community outreach that the owners have done.

I have become familiar not only with this particular project but with the other buildings that these developers have built in Studio City. They are quality developers. I think my neighborhood would be greatly enhanced by the proposed project. It is well designed architecturally, blends nicely into the hillside and uses very nice finishes.

I understand certain neighbors are appealing this project but they do not speak for all of us in the neighborhood. Many of us support SMART and QUALITY new developments like this one.

Sincerely,

Michael Lee Cade

Ellia Thompson

From: [redacted]
Sent: Monday, August 06, 2018 5:34 PM
To: eyalgamliel@aol.com; Ellia Thompson
Subject: Fwd: Support Regal

[redacted]

Kind regards,

Ilan Gorodezki

Begin forwarded message:

From: Julie Mintz <juliemintz@yahoo.com>
Date: August 6, 2018 at 3:51:10 PM PDT
To: "emma.howard@lacity.org" <emma.howard@lacity.org>, "sarah.dusseault@lacity.org" <sarah.dusseault@lacity.org>, "david.ryu@lacity.org" <david.ryu@lacity.org>, "cd4.issues@lacity.org" <cd4.issues@lacity.org>
Subject: Support Regal

8/6/2018

Dear Councilman Ryu,

I am a resident in your district. My name is Julie Mintz and I live at 7534 Mulholland Drive, LA 90046. I am contacting your office, for the very first time, about a matter that has come to my attention. I have learned that there is a new development planned at 3649-3657 Regal Place, which seeks to replace some rather old and ugly houses with a beautiful new apartment building.

I think this is wonderful news for the current and future residents of this neighborhood. The new development is also expected to provide 4 affordable housing units as part of their offerings. Again, this is wonderful news as this kind of development makes it possible for the socio-economically challenged members of our society to have access to excellent housing options. Additionally, the influx of more people in the area will also prove to be a positive development for the local businesses, which depend heavily on locals and their patronage.

It should be clear to anyone that this planned development is a fantastic idea for the area, the city and for the future tenants. I can see no reason for anyone to object to these plans. I hope that your office will do what it can to help this development come to fruition.

Appreciatively yours,

Julie Mintz

Ellia Thompson

From: [redacted]
Sent: [redacted]
To: [redacted]
Subject: [redacted]

[redacted]

Begin forwarded message:

From: "Gail Steinberg" <gailsteinberg411@gmail.com>
Date: August 7, 2018 at 9:51:39 AM PDT
To: <Gailsteinberg411@gmail.com>
Subject: 3649-3657 Regal Place proposed multi-family development

Let me introduce myself to you all. I am Gail Steinberg, past elected board member and Chair of Land Use for the Studio City Neighborhood Council for over 8 years. I have worked with Eyal and his partner Ilan and have known them for over 11 years.

I attended and spoke at the first Mulholland hearing and submitted a letter of support for the subsequent Mulholland hearing as I was out of town.

I'd like to reiterate that NEVER have I met honorable, respectful ethical developers such as Eyal and Ilan. They are for the community, thoughtful of their projects and in keeping with the needs and design of the Neighborhood. They reach out and are of their word. At the first hearing there were more supporters than opponents. Also most Board members were in support with a few tweaks to the project. All the Mulholland recommendations, I might add, were taken back to the architect and the changes were made (without complaints). Not surprisingly the project was unanimously approved at the second Mulholland hearing.

I have met the tenant Randi that is still living at the Regal Property. She continues to create unrealistic demands and when Eyal agrees to them she then changes her mind or adds to them.

In closing, I would be ecstatic to have Eyal and Ilan build in my neighborhood as they have truly improved the areas which they have touched.

Thank you for your time and consideration. I approve this project.

Gail Steinberg

Studio City stakeholder and Real Estate Professional for over 28 years.

GAIL STEINBERG
Experience isn't expensive... It's PRICELESS!
cell: 818-425-1036

Ellia Thompson

[redacted]

[redacted]

[redacted]

Begin forwarded message:

From: Bill Lindborg <bill.lindborg@gmail.com>
Date: August 7, 2018 at 8:59:15 AM PDT
To: david.ryu@lacity.org, emma.howard@lacity.org, sarah.dusseault@lacity.org
Cc: cd4.issues@lacity.org
Subject: 3649-3657 Regal Place

Honorable Councilman Ryu,

My name is Bill Lindborg and I am a resident at 6869 Alta Loma Terrace adjacent to the Hollywood Bowl. There is a crisis of available quality housing inventory within the City of Los Angeles, adding to that crisis, is the overall availability of affordable housing. This proposed project accomplishes both issues by adding to the housing supply and sets aside affordable units for qualified residents. I wish to offer my support of this planned apartment building at 3649-3657 Regal Place. Upon review of the renderings and general information, it was clear to me that a great deal of effort was incorporated into the building's design to be respectful to the surrounding neighborhood and to its unique topography. This will be an asset to the existing community and will provide additional quality housing options for families working within the surrounding areas.

I am hopeful after thorough review of this proposed development that you will be offering your support on behalf of all of us living and working within our beautiful neighborhoods.

Respectfully submitted,

Bill Lindborg

Dear City Planning Board,

I am writing to strongly and sincerely support the most recent project located 3657 North Regal Place. I currently reside at 3619 Regal Place.

I ardently support the project for many reasons and here are a few for your consideration.

First, I am very happy with the standard of design and the proposed construction plan that this project will inevitably bring. The project being proposed perfectly fits with the neighborhood, as we see it evolving. Specifically, this design is significantly preferred over the current one in both function and style. Lastly, it cannot be overstated that Los Angeles and our neighborhood is in dire need of housing.

I strongly feel this project will set a high bar for future projects which will only improve our changing neighborhood. Therefore, it is critical that we support this project for the long-term wellbeing of our neighborhood and beyond.

Thank you for including my outmost support in your consideration.

Very Best,

Saied C. Isaacson
saiedisaacson@aol.com

To Whom It May Concern:

Here at Luis Custom Framing we are a small-owned family business, we have been in the Studio City community for 3 years. We have seen the community grow with new businesses opening to serve the community. We are just a few feet away from the new construction trying to get passed, a new condos complex. We here at Luis Framing are very excited to see this new development. This new project has brought us joy, it will make us happy to see new faces around town, we can also make business with them just has we have had amazing business thanks to the families that come from house just up the mountain from where we are located. Its good business for us but also the city, as they will benefit from this. This design is very modern, which is perfect since our community has been building up and we need that in our neighborhood. Hearing that they also want to put aside apartments for the low income is a fantastic idea. I personally cannot wait to see how this community will grow and see the new project come along in the following years.

Sincerely,
Luis V. (Luis Custom Framing – Owner)
3785 Cahuenga Blvd
Studio City 91604

Regal Village Proposal

LG Lowell Goodman <lowell@aya.yale.edu>
Today, 9:46 AM
alycia.witzling@lacity.org

Reply all

You forwarded this message on 7/17/2018 9:52 AM

Subject: Case #DIR-2017-3522-DRB-SPP-MSP-TOC

Dear Members of the Mulholland Design Review Board,

As a Cahuenga Pass resident, I have been following the Regal Village project closely and am writing to offer my support for the proposed development.

We need more housing in our city and we need affordable housing. At the same time, it is vital that we protect the special charm and character of our neighborhoods and their natural surroundings. I attended the March hearing at which the developers presented their plans and believe they have done a terrific job balancing these often-times opposing needs.

The design is right, the location is right, and I urge you to approve the project and allow it to move forward swiftly.

Sincerely,
Lowell Goodman

February 27, 2018

To: Los Angeles City Planning Department
Mulholland Design Review Board
Re: Case #DIR-2017-3522-DRB-SPP-MSP-TOC

Dear Members of the Mulholland Design Review Board,

I am the owner of Hollywood Divers, just down the street from the proposed condominium development at 3657 North Regal Place. I'd like to register my wholehearted support for this project and ask that you allow it to move forward.

I have been a part of this community as a local business owner for over 15 years. I know how important it is to the people who live here that the character of the hillside be preserved. I believe this project does an excellent job of balancing the need for more housing with the need to respect the surrounding community, and I applaud the developers for that.

We are in the grips of a housing crisis. Even worse is the shortage of affordable housing. Here we have a project that will add to our housing supply and do so in a manner that is sensitive to the neighborhood and to the environment.

This is the kind of smart growth that we need more of in our city, and I urge you to approve the project without delay.

Sincerely,

Bill Strong
Hollywood Divers
3575 Cahuenga Blvd W.
Los Angeles, CA 90068

July 17, 2018

Dear City Planning

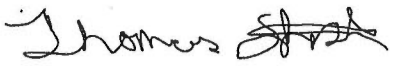
My name is Tom Stephen and I am currently a tenant on North Regal Place. Please note that I fully support the future plans that Mr. Ilan has for 3649 Regal Place.

Understanding my neighbor's concerns of keeping the character of the hillside preserved, I feel the developer has done an awesome job in doing so.

Furthermore, the planned units will provide a great value and curb appeal to the neighborhood.

Your consideration in approving this project would be greatly appreciated.

Sincerely



Tom Stephen

LETTER OF SUPPORT FOR 3657 REGAL PLACE
(CASE NO. DIR-2017-3522-DRB-SPP-MSP-TOC-1A)

January 18, 2019

TO CITY PLANNING COMMISSION:

Dear Commissioners:

My name is Gail Steinberg. I regret not being able to attend the hearing on January 24, 2019 as I will be traveling that day. I did attend the original Mulholland DRB hearing and spoke in support of the proposed development. I recall the project was very well received.

I have known the owners of this property, Ilan Gorodezki and Eyal Gamliel, for the better part of a decade. Indeed, I have served on the Studio City Neighborhood Council Land Use Committee and approved several condominium developments by these gentlemen. They are excellent, high quality developers who are mindful of the neighborhood and their immediate neighbors. In fact, Mr. Gamliel lives in Studio City and Mr. Gorodezki lives in Hancock Park. In my opinion, these are just the type of developers that our city should encourage.

In regards to this particular project, the owners have gone to great lengths to reach out to the community and to design a project that assimilates nicely into the hillside. I had the pleasure of walking the property with the understanding and vision of the proposed product. They have provided more than ample parking, per the wishes of the community. In fact, they have incorporated all of the DRB recommendations. I give this proposed development my unqualified support.

Sincerely,

Gail Steinberg

SUPPORT LETTER FOR 3657 REGAL PLACE

DEAR CITY PLANNING COMMISSIONERS:

I am Michael Cade. I own and have been living in the house at 3989 Fredonia Drive since 1996. The above project is in close proximity to my house. I intend to attend the appeal hearing on January 24th but since I cannot stay long I may not have the opportunity to speak. Therefore I am submitting this letter just in case.

I support the above project. In fact I attended a hearing for the Mulholland Design Review Board last year and I spoke in favor of the developers. At that hearing there was wide-spread praise for the design and for the community outreach that the owners have done.

I have become familiar not only with this particular project but with the other buildings that these developers have built in Studio City. They are quality developers. I think my neighborhood would be greatly enhanced by the proposed project. It is well designed architecturally, blends nicely into the hillside and uses very nice finishes.

I understand certain neighbors are appealing this project but they do not speak for all of us in the neighborhood. Many of us support SMART and QUALITY new developments like this one.

Sincerely,

Michael Lee Cade

Response to Section II of appellant's comments:

A. **The Project incorrectly assumes a base height of 45 feet, resulting in violations of the TOC Guidelines, municipal code, and Westwood/Pico Neighborhood Oriented District.**
    a. The restrictions in The Westwood/Pico Neighborhood Oriented District (NOD) do not apply to this project because per the NOD (P. 2, Section 4B) a "Project" is defined as "The construction or erection of any building or structure, or addition of floor area to any building, *unless the building is used entirely for residential dwelling units."* building used entirely for residential dwelling units are not defined as being a "Project" and is therefore not bound by the requirements of the NOD.
B. **The Project violates the TOC Guidelines by taking a three-story bonus, rather than the one-story bonus permitted**
    a. The three story limitation does not apply to buildings used entirely for residential per the Exception under LAMC 12.21.1A.1, which reads "A Building in Height District Nos. 1-XL, 1-VL, designed and used entirely for residential purposes, or a Building in the RAS3 or RAS4 Zones shall be limited as to the number of feet in height, but not as to the number of Stories."
C. **The Project appears to use an additional TOC incentive bonus to use an alternative transitional height requirement rather than LAMC section 12.21.1.A.10.**
    a. Per the TOC Guidelines (p. 13, Section VII.1.g) "Total Height and Transitional Height standards below count as one Incentive." Transitional Height (p. 13, Section VII.1.g.ii) is not a separate incentive from the "height" incentive, but is included with the "height" incentive of the TOC Guidelines and it allows for the use of its standards in lieu of LAMC 12.21.1 A.10.
D. **The Project violates the TOC Guidelines by using a RAS3 rear yard setback.**
    a. The use of RAS3 setbacks is permitted in commercial zones under the additional incentive of the TOC Guidelines (VII.1.a.i). The three incentives used in The Project, listed in the appeal comments are incorrect. The incentives used are height, yard/setback, open space reduction. It is true that the rear setback cannot be reduced due to The Project being adjacent to an RD or more restrictive zone and for that reason the rear setback is *not* being reduced. The rear setback is 18' per base zoning, which calls for 15' plus 1' for each story above the third story (not the second story as incorrectly stated in the appeal comments). The side yard setbacks are utilizing the RAS3 setback standards of 5'.
    b. The incentive listed on (Exh. A. P. A0.00) stating "up to 30% decrease in width or depth of one setback" is a typo and is not reflected in the The Project plans. The project is not utilizing "Residential Zone" setbacks per TOC Guidelines VII.1.a.ii.
    c. The appeal comments improperly quote LAMC 12.11.C.3 as stating "The R4 rear yard setback is 15' plus 1' additional for each story above the *second* story. When it in fact reads "There shall be a rear yard of not less than 15 feet in depth. For a building more than three stories in height, one foot shall be added to the depth of such rear yard for each additional story above the *third* story, but such rear yard need not exceed 20 feet."
E. **The Director's Determination is Inconsistent with the Project Site Plans.**
    a. The rear yard setback is not being reduced. It is per the base zoning of 15' + 1' for each story above the third story. Which comes to 18' as reflected in (Determination, Exhibit A, P. 7, Sheet A2.02).
    b. Only the side yards of the RAS3 zone are being utilized. The front and rear yards are per the base zoning. (See Determination, Exhibit A, P. 7, Sheet A2.02)

Response to Section III of appellant's comments:

The commenter claims that the Project does not qualify for a Class 32 Exemption, and the City's Notice of Exemption (NOE) did not include and supporting documents. The information provided in this Response to Comment demonstrates that the Project does qualify for a Class 32 Exemption, which is supported by technical documentation included in Appendices B, C, and D.

INTRODUCTION

Title 14 of the California Code of Regulations, Chapter 3 (Guidelines for Implementation of the California Environmental Quality Act [CEQA]), Article 19 (Categorical Exemptions), Section 15300 (Categorical Exemptions) includes a list of classes of projects which have been determined not to have a significant effect on the environment and which shall, therefore, be exempt from the provisions of CEQA.

For the reasons detailed below, the Project is categorically exempt from the requirement for the preparation of environmental documents under Class 32 in Section 15332, Article 19, Chapter 3, Title 14 of the California Code of Regulations. Class 32 is intended to promote infill development within urbanized areas. The class consists of environmentally benign in-fill projects that are consistent with local general plan and zoning requirements. The Project is substantially consistent with the City's General Plan, Community Plan and zoning regulations. The general plan encourages mixed use and residential buildings. The TOC incentives are embedded into the zoning as part of voter approved Measure JJJ, which encourages additional market rate and affordable housing production near transit. Class 32 is not intended to be applied to projects that would result in any significant traffic, noise, air quality, or water quality effects. (As demonstrated in the information below, the Project would not result in any significant impacts related to these environmental issues.)

Application of this exemption, as all categorical exemptions, is limited by certain exceptions identified in section 15300.2, as follows:

> ***15332. In-Fill Development Projects.***
>
> *Class 32 consists of projects characterized as in-fill development meeting the conditions described in this section.*
>
> *(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.*
>
> *(b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.*
>
> *(c) The project site has no value as habitat for endangered, rare or threatened species.*
>
> *(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.*
>
> *(e) The site can be adequately served by all required utilities and public services.*
>
> ***Note:** Authority cited: Section 21083, Public Resources Code. Reference: Section 21084, Public Resources Code.*

15300.2. Exceptions

(a) Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located -- a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

(b) Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.

(c) Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.

(d) Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.

(e) Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.

(f) Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

PROJECT MEETS THE REQUIREMENTS FOR CLASS 32 EXEMPTION

Land Use Consistency

Discussion of 15332(a)

The Project would be consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.

As stated above, the Project is substantially consistent with the City's General Plan, Community Plan and zoning regulations. The general plan encourages mixed use and residential buildings. The TOC incentives are embedded into the zoning as part of voter approved Measure JJJ, which encourages additional market rate and affordable housing production near transit. As discussed previously in response to the appellant comments in Section II-A, the NOD does not apply in this case as this building does not meet the definition of being a "Project" under the NOD. Therefore, the Project meets this requirement for a Class 32 Exemption.

Project Site Size and Location

Discussion of 15332(b)

The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.

As stated in the City's Notice of Exemption (NOE), the Project Site is 0.43 acres in size (less than 5.0 acres) and is located at 2136-2140 Westwood Boulevard, within the boundaries of the City. Additionally, the Project Site is located in an urbanized area of the City and is surrounded by commercial uses to the north, south, and west, and a single-family residential neighborhood to the west. Therefore, the Project meets this requirement for a Class 32 Exemption.

No Valuable Habitat on the Project Site

Discussion of 15332(c)

The project site has no value as habitat for endangered, rare, or threatened species.

The Project Site is located in an urbanized area of the City. As stated in the City's NOE, the Project Site is currently developed with a 13,470-square-foot office building and surface parking areas. As shown in Figure 1, the fully developed Project Site contains no vegetation and has no potential to support any endangered, rare, or threatened species. Therefore, the Project meets this requirement for a Class 32 Exemption.

No Significant Traffic, Noise, Air Quality, or Water Quality Impacts

Discussion of 15332(d)

Approval of the Project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

Based on the information provided below, the Project would not result in any significant impacts related to traffic, noise, air quality, or water quality. Therefore, the Project meets this requirement for a Class 32 Exemption.

Traffic

A detailed Traffic Impact Study has been prepared for the Project that supports the City's determination in the NOE that the Project would not result in any significant traffic impacts. The information presented below is a summary of the Project's traffic impacts and is based on the *Traffic Impact Study Residential Development,* prepared by Overland Traffic Consultants, Inc., November 2018, included in Appendix B.

Intersections

In consultation with the Los Angeles Department of Transportation (LADOT), the Traffic Impact Study evaluates traffic conditions at the following study intersections:

Study Intersections

1. Westwood Boulevard and Olympic Boulevard
2. Westwood Boulevard and La Grange Avenue
3. Westwood Boulevard and Santa Monica Boulevard
4. Olympic Boulevard and Overland Avenue
5. Olympic Boulevard and Veteran Avenue
6. Westwood Boulevard and Pico Boulevard

The Traffic Impact Study assumes a Project buildout year of 2021. Upon completion, based on traffic generation rates published by the Institute of Transportation Engineers, the Project would generate approximately 407 daily trips, including 30 AM peak-hour trips and 36 PM peak-hour trips. (refer to Table 2 in the Traffic Impact Study included in Appendix B).

Thresholds of Significance

LADOT's significance criteria for determining intersection level of service (LOS) impacts are shown on Table 1.

Table 1
LADOT Intersection Significance Thresholds

Intersection Conditions with Project Traffic		Project-related Increase in V/C Ratio
LOS	**V/C**	
C	> 0.701 - 0.800	Equal to or greater than 0.040
D	> 0.801 - 0.900	Equal to or greater than 0.020
E, F	> 0.901	Equal to or greater than 0.010
Source: LADOT.		

Intersection LOS Impact Analysis

The Traffic Impact Study assessed existing (2018) and future (2021) AM and PM peak-hour traffic conditions at the study intersections in the vicinity of the Project Site, listed above. The cumulative (future) traffic conditions with the development of 49 potential related projects in the surrounding area were also assessed (refer to Table 7 in the Traffic Impact Study included in Appendix A). Based on LADOT's significance level of service (LOS) criteria, the Project would not result in traffic impacts at any of the study intersections under the existing or future conditions (refer to Tables 2 and 3). Therefore, no significant Project impacts related to intersection LOS would occur.

Table 2
Existing + Project Traffic Conditions

No.	Intersection	Peak Hour	Existing		Existing + Project			Significant Impact?
			CMA	LOS	CMA	LOS	Impact	
1	Westwood Boulevard/	AM	0.971	E	0.973	E	+0.002	NO
	Olympic Boulevard	PM	0.971	E	0.974	E	+0.003	NO
2	Westwood Boulevard/	AM	0.363	A	0.365	A	+0.002	NO
	La Grange Avenue	PM	0.540	A	0.541	A	+0.001	NO
3	Westwood Boulevard/	AM	0.963	E	0.963	E	+0.000	NO
	Santa Monica Boulevard	PM	0.867	D	0.867	D	+0.000	NO
4	Olympic Boulevard/	AM	0.787	C	0.788	C	+0.001	NO
	Overland Avenue	PM	0.804	D	0.805	D	+0.001	NO
5	Olympic Boulevard/	AM	0.573	A	0.573	A	+0.000	NO
	Veteran Avenue	PM	0.623	B	0.624	B	+0.001	NO
6	Pico Boulevard/	AM	0.549	A	0.551	A	+0.002	NO
	Westwood Boulevard	PM	0.673	B	0.675	B	+0.002	NO
Source: Overland Traffic Consultants, Inc., 2018								

Table 3
Future Cumulative Traffic Conditions

No.	Intersection	Peak Hour	Future Without Project		Future With Project			Significant Impact?
			CMA	LOS	CMA	LOS	Impact	
1	Westwood Boulevard/	AM	1.149	F	1.152	F	+0.003	NO
	Olympic Boulevard	PM	1.072	F	1.075	F	+0.003	NO
2	Westwood Boulevard/	AM	0.395	A	0.397	A	+0.002	NO
	La Grange Avenue	PM	0.575	A	0.576	A	+0.001	NO
3	Westwood Boulevard/	AM	1.096	F	1.097	F	+0.001	NO
	Santa Monica Boulevard	PM	0.984	E	0.987	E	+0.003	NO
4	Olympic Boulevard/	AM	0.971	E	0.972	EE	+0.001	NO
	Overland Avenue	PM	0.871	D	0.871	D	+0.000	NO
5	Olympic Boulevard/	AM	0.629	B	0.629	B	+0.000	NO
	Veteran Avenue	PM	0.685	B	0.686	B	+0.001	NO
6	Pico Boulevard/	AM	0.712	C	0.714	D	+0.002	NO
	Westwood Boulevard	PM	0.748	C	0.749	D	+0.001	NO
Source: Overland Traffic Consultants, Inc., 2018								

Noise

A detailed Noise Study has been prepared for the Project that supports the City's determination in the NOE that the Project would not result in any significant noise impacts. The information presented below is a summary of the Project's noise impacts and is based on the *Noise Study,* prepared by DKA Planning, December 2018, included in Appendix C.

Construction Noise

Construction of the Project would generate noise during the roughly 20 months of site preparation, excavation/grading, building construction, site renovations, and application of architectural coatings. During all construction phases, noise-generating activities could occur at the Project Site between the hours of 7:00 AM and 9:00 PM Monday through Friday, in accordance with Section 41.40(a) of the Los Angeles Municipal Code (LAMC). On Saturdays, construction would be permitted to occur between 8:00 AM and 6:00 PM. The Project would require heavy equipment such as excavators, backhoes, and other various dozer-type vehicles. Smaller equipment such as forklifts, generators, and various powered hand tools would also be utilized. Off-site secondary noises would be generated by sources such as construction worker vehicles, vendor deliveries, and haul trucks.

Regulatory compliance with LAMC Section 112.05 would ultimately limit any noise levels from powered construction equipment to 75 dBA or below, as the Project Site is located within 500 feet of residential zones. Standard, industry-wide "best practices" for construction in urban or otherwise noise-sensitive areas would ensure the Project's construction noise does not exceed the City's 75 dBA threshold of significance. "Best practices" utilized by the Project would include erecting temporary noise barriers around the Project's perimeter and warming-up or staging equipment away from sensitive receptors.

Utilizing these industry standard best practices would ensure that the Project's powered equipment noise levels do not exceed the maximum 75 dBA limit at 50 feet of distance established by LAMC Section 112.05 (refer to Table 4). The City of Los Angeles Department of Planning recommends that LAMC Section 112.05 be used as a threshold of significance for construction noise. Therefore, because the Project would comply fully with LAMC Section 112.05, construction-related noise impacts would be less than significant.

Table 4
Estimated Construction Noise Levels

Noise Source	Noise Level (dBA, L_{max})[1]		Significant?
	Reference	With Best Practices	
Backhoe	77.6	67.6	No
Dozer	81.7	71.7	No
Excavator	80.7	70.7	No
Front End Loader	79.1	69.1	No
Gradall	83.4	73.4	No
Grader	85.0	75.0	No

[1] *Noise levels derived from the Federal Highway Administration's Roadway Construction Noise Model, version 1.1 (FHWA RCNM 1.1).*

With regard to off-site construction-related noise impacts, Section 112.05 of the LAMC does not regulate noise levels from road legal trucks, such as delivery vehicles, concrete mixing trucks, pumping trucks, and

haul trucks. However, the operation of these vehicles would be required to comply with the construction restrictions set forth by Section 41.40 of the LAMC. Haul trucks in particular would access the regional freeway system immediately via Westwood Boulevard and other arterial roadways and designated truck routes, eliminating travel on quieter residential streets that would be more susceptible to pronounced noise increases from haul trucks. On major roadways such as these, Project haul trucks would not be capable of substantially raising noise levels, as the trucks would represent a small fraction of overall traffic. As a result, the Project's off-site construction-related noise impact from haul trucks would be less than significant.

Operational Noise

On-Site Noise Sources

During Project operations, the development would produce noise from both on- and off-site sources. The direct on-site sources are discussed below.

Mechanical Equipment: Regulatory compliance with LAMC Section112.02 would ultimately ensure that noises from sources such as heating, air conditioning, and ventilation (HVAC) systems not increase ambient noise levels at neighboring occupied properties by more than 5 dBA. Given this regulation, the relatively quiet operation of modern HVAC systems, and the Project's location along a major roadway, it is unlikely that the Project's HVAC systems would be capable of increasing off-site noise levels by a noticeable degree.

Auto-Related Activities: The Project would include 42 parking spaces in two parking levels. As parking areas would be contained entirely within the Project's building envelope, auto-related noises such as doors slamming or engines starting would be substantially attenuated. Such intermittent, impulse noise events would have a nominal effect on surrounding ambient noise levels, especially given the Project's location along a major roadway. It should also be noted that the Project Site's existing use includes a surface parking lot. The Project could result in a decrease of auto-related noises by removing this surface parking lot and locating new parking spaces within covered and contained parking levels.

Residential Land Uses: Noise from recurrent activities (e.g., conversation, consumer electronics, dog barking) and non-recurrent activities (e.g., social gatherings) would elevate ambient noise levels to differing degrees. The City's noise ordinance would provide a means to address nuisances related to intrusive residential noises. Normal and reasonable use of the Project's community and private open space areas would not be expected to generate a substantial amount of noise. Noise from speech and conversation generally does not exceed approximately 65 dBA at a reference distance of one meter. These noises attenuate rapidly and would not be capable of elevating surrounding ambient noise levels by more than a nominal degree.

The impact potential of these on-site operational noise sources would be less than significant.

Off-Site Noise Sources

The majority of the Project's operational noise sources would be from off-site mobile sources associated with its net new daily vehicle trips. On a typical weekday, the Project would generate an estimated 353 net

new daily trips, including 24 net new AM peak-hour trips and 31 net new PM peak-hour trips.[1] The noise impact of these vehicle trips was modeled using the Federal Highway Administration's (FHWA) Traffic Noise Model 2.5 (TNM 2.5). This noise prediction software uses traffic volumes, vehicle mix, average speeds, roadway geometry, and other inputs to calculate average noise levels along inputted roadway segments. For this analysis, an existing year (2018) no project scenario was compared to an existing year with project scenario. As shown on Tables 5 through 8, Project-related traffic would have a nominal impact on roadside ambient noise levels in the Project Site vicinity. 24-hour CNEL impacts would similarly be negligible. This impact would be less than significant.

Table 5
Existing + Project AM Peak-Hour Mobile Source Noise Levels

Roadway Segment	Side of Roadway	Estimated dBA, L_{eq} 1hr			
		No Project (2018)	With Project (2018)	Project Change	Significant Impact?
Westwood Blvd.,	E	69.2	69.2	0.0	No
S of Olympic Blvd.	W	68.3	68.4	0.1	No
Olympic Blvd.,	N	72.6	72.6	0.0	No
W of Westwood Blvd.	S	73.0	73.0	0.0	No
Source: DKA Planning, 2018.					

Table 6
Existing + Project PM Peak-Hour Mobile Source Noise Levels

Roadway Segment	Side of Roadway	Estimated dBA, L_{eq} 1hr			
		No Project (2018)	With Project (2018)	Project Change	Significant Impact?
Westwood Blvd.,	E	70.2	70.2	0.0	No
S of Olympic Blvd.	W	70.4	70.4	0.0	No
Olympic Blvd.,	N	72.2	72.2	0.0	No
W of Westwood Blvd.	S	72.4	72.4	0.0	No
Source: DKA Planning, 2018.					

Table 7
Future + Project AM Peak-Hour Mobile Source Noise Levels

Roadway Segment	Side of Roadway	Estimated dBA, L_{eq} 1hr			
		No Project (2018)	With Project (2018)	Project Change	Significant Impact?
Westwood Blvd.,	E	69.2	69.8	69.8	No
S of Olympic Blvd.	W	68.3	69.0	69.0	No
Olympic Blvd.,	N	70.2	73.1	73.1	No
W of Westwood Blvd.	S	70.4	73.6	73.6	No
Source: DKA Planning, 2018.					

[1] *Traffic Impact Study Residential Development, Overland Traffic Consultants, Inc., November 2018.*

Table 8
Future + Project PM Peak-Hour Mobile Source Noise Levels

Roadway Segment	Side of Roadway	Estimated dBA, L_{eq} 1hr			
		No Project (2018)	With Project (2018)	Project Change	Significant Impact?
Westwood Blvd.,	E	70.2	70.5	70.5	No
S of Olympic Blvd.	W	70.4	70.6	70.7	No
Olympic Blvd.,	N	72.2	72.8	72.8	No
W of Westwood Blvd.	S	72.4	72.9	72.9	No
Source: DKA Planning, 2018.					

The majority of the Project's long-term noise impacts would also result from traffic traveling to and from the Project. This, the addition of future traffic from any other new developments in the Project Site area, and overall ambient traffic growth would elevate ambient noise levels surrounding local roadways. However, the Project's individual contribution to permanent off-site ambient noise levels would also be nominal. Though future roadside peak hour ambient noise levels could increase by as much as 3.2 dBA along Olympic Boulevard, west of Westwood Boulevard, during the AM peak hour, the Project's contribution to this increase would be negligible. In fact, the Project is projected to add no more than four vehicle trips per hour to this roadway segment that currently experiences over 4,000 trips per hour. As a result, the Project's cumulative operational noise impact would be less than significant.

Vibration

Construction Vibration Impacts

Construction of the Project would require heavy-duty earthmoving equipment that would be capable of generating vibration levels of 0.089 inches per second PPV at a reference distance of 25 feet. Other construction vehicles, equipment, and practices would have lesser vibration. Table 9 shows the Project's estimated construction vibration impacts at the nearest off-site structures. No receptor would experience potentially damaging levels of groundborne vibration from the Project's construction activities. More distant structures would experience lesser vibration levels. As a result, the Project's construction vibration impacts would be less than significant.

Table 9
Building Damage Vibration Levels at Off-Site Locations

Off-Site Structures	Distance to Project Site (ft.)	Condition	Significant Criteria (in/sec)	Impact (in/sec)	Significant?
Glendon Avenue Residences – Accessory Structures	15	III. Non-engineered timber and masonry	0.2	0.191	No
Glendon Avenue Residences – Homes	50	I. Reinforced concrete, steel or timber	0.5	0.031	No
Westwood Boulevard Commercial Buildings	10	I. Reinforced concrete, steel or timber	0.5	0.352	No
Source: DKA Planning 2018.					

Operational Vibration Impacts

During Project operations, there would also be no significant stationary sources of ground-borne vibration, such as heavy equipment or industrial operations. Minimal levels of operational ground-borne vibration in the Project's vicinity would be generated by its related vehicle travel on local roadways, but most vibrations from road vehicles are imperceptible. As a result, the Project's long-term vibration impacts would be less than significant.

Air Quality

A detailed Air Quality Study has been prepared for the Project that supports the City's determination in the NOE that the Project would not result in any significant air quality impacts. The information presented below is a summary of the Project's air quality impacts and is based on the *Air Quality Study,* prepared by DKA Planning, December 2018, included in Appendix D.

Project Consistency with the Air Quality Management Plan

The Project would neither conflict with the South Coast Air Quality District's (SCAQMD) 2016 Air Quality Management Plan (AQMP) nor jeopardize the region's attainment of air quality standards. The AQMP focuses on achieving clean air standards while accommodating population growth forecasts by the Southern California Association of Governments (SCAG). Specifically, SCAG's growth forecasts from the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS) are largely built off local growth forecasts from local governments like the City. The 2016-2040 RTP/SCS accommodates 4,609,400 persons; 1,690,300 households; and 2,169,100 jobs in the City by 2040.

The Project includes development of 77 residential units on the Project Site, adding approximately 187 residents to Project Site, based on the City's projected household density (i.e., 2.44 persons/household) in the City. This would marginally increase population in the South Coast Air Basin. The Project Site is classified as "Neighborhood Commercial" in the Community Plan, a classification that conditionally allows residential uses. As such, the 2016-2040 RTP/SCS's assumptions about growth in the City likely accommodate housing and population growth on this site (refer to Table 10). As such, the Project would not conflict with the growth assumptions in the regional air plan, and this impact would be less than significant.

Table 10
Project Consistency with AQMP Growth Forecast

Forecast Year	Population in City of Los Angeles	Proposed Project	Households in City of Los Angeles	Proposed Project	Employment in City of Los Angeles	Proposed Project
2012	3,845,500	187	1,325,500	77	1,696,400	0
2020	4,017,000		1,441,400		1,899,500	
2040	4,609,400		1,690,300		2,169,100	
Source: DKA Planning 2018, based on SCAG 2016 Regional Transportation Plan Growth Forecast. Assumes 2.44 persons per household average Citywide.						

Construction

Construction-related emissions were estimated using SCAQMD's CalEEMod 2016.3.2 model using assumptions from the Project Applicant, including the Project's construction schedule of 20 months. As shown on Table 11, construction of the Project would not produce VOC, NO_X, CO, SO_X, PM_{10} and $PM_{2.5}$ emissions in excess of SCAQMD's regional thresholds. As a result, construction of the Project would not contribute substantially to an existing violation of air quality standards for regional pollutants (e.g., ozone). Therefore, the Project's construction-related regional air quality impacts would be less than significant.

In terms of local air quality, the Project would not produce emissions in excess of SCAQMD's recommended localized standards of significance for NO_2 and CO during the construction phase. Similarly, construction activities would not produce PM_{10} and $PM_{2.5}$ emissions that exceed localized thresholds recommended by SCAQMD. Therefore, the Project's construction-related localized air quality impacts would be less than significant.

Table 11
Estimated Daily Construction Emissions

Construction Phase Year	Pounds Per Day					
	VOC	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
2019	2	27	12	<1	2	1
2020	25	12	13	<1	2	1
2021	1	9	10	<1	1	1
Maximum Regional Total	**25**	**27**	**13**	**<1**	**2**	**1**
Regional Significance Threshold	**75**	**100**	**550**	**150**	**150**	**55**
Exceed Threshold?	No	No	No	No	No	No
Maximum Localized Total	**23**	**9**	**8**	**<1**	**1**	**1**
Localized Significance Threshold	--	103	562	--	4	3
Exceed Threshold?	N/A	No	No	N/A	No	No

Source: DKA Planning, 2018 based on CalEEMod 2013.2.2 model runs. LST analyses based on 1-acre site with 2-meter distances to receptors in Northwest Coastal LA County source receptor area. Totals may not add up due to rounding.

Operation

The Project produce long-term air quality emissions primarily from motor vehicles associated with the Project. The Project could add up to 353 net vehicle trips to and from the Project Site on a peak weekday at the start of operations in 2021.[2] However, as shown on Table 12, operational emissions would not exceed SCAQMD's regional significance thresholds for VOC, NO_X, CO, PM_{10} and $PM_{2.5}$ emissions. Therefore, the Project's operational-related regional air quality impacts would be less than significant.

With regard to localized air quality impacts, as shown on Table 12, the Project's localized NO_x, Co, PM_{10}, and $PM_{2.5}$ emissions would not exceed SCAQMD's localized significance thresholds that signal when there

[2] *Ibid.*

could be human health impacts at nearby sensitive receptors during long-term operations. Therefore, the Project's operational-related localized air quality impacts would be less than significant.

Table 12
Estimated Daily Operations Emissions

Emission Source	Pounds per Day					
	VOC	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Area Sources	4	<1	8	<1	<1	<1
Energy Sources	<1	<1	<1	<1	<1	<1
Mobile Sources	2	7	27	<1	5	1
Total Operations	6	7	35	<1	4	1
Existing Operations	-<1	-1	-4	-<1	-1	-<1
Net Regional Total	**5**	**6**	**31**	**<1**	**3**	**1**
Regional Significance Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Exceed Threshold?	No	No	No	No	No	No
Net Localized Total	**4**	**<1**	**8**	**<1**	**<1**	**<1**
Localized Significance Threshold	**-**	**103**	**562**	**-**	**1**	**1**
Exceed Threshold?	N/A	No	No	N/A	No	No

Source: DKA Planning, 2018 based on CalEEMod 2013.2.2 model runs. LST analysis based on 1-acre site with 25-meter distances to receptors in Northwest Coastal LA County source receptor area. Totals may not add up due to rounding.

Water Quality

To address water quality during the Project's construction phase, in compliance with existing regulations, the Project Applicant would be required to prepare and implement a stormwater pollution prevention plan (SWPPP), in accordance with the National Pollutant Discharge Elimination System (NPDES) General Permit for Discharges of Storm Water Associated with Construction Activity and Land Disturbance Activities. The site-specific SWPPP would be prepared prior to earthwork activities and would be implemented during Project construction. The SWPPP would include Best Management Practices (BMPs) and erosion control measures to prevent pollution in storm water discharge. Typical BMPs that could be used during construction include good-housekeeping practices (e.g., street sweeping, proper waste disposal, vehicle and equipment maintenance, concrete washout area, materials storage, minimization of hazardous materials, proper handling and storage of hazardous materials, etc.) and erosion/sediment control measures (e.g., silt fences, fiber rolls, gravel bags, storm water inlet protection, and soil stabilization measures, etc.). The SWPPP would be subject to review and approval by the City for compliance with the City's Development Best Management Practices Handbook, Part A, Construction Activities. Additionally, all Project construction activities would comply with the City's grading permit regulations, which require the implementation of grading and dust control measures, including a wet weather erosion control plan if construction occurs during rainy season, as well as inspections to ensure that sedimentation and erosion is minimized. Therefore, through compliance with NPDES requirements and City grading regulations, no water quality impacts would occur during Project construction.

During the Project's construction phase, in accordance with the City's Low Impact Development (LID) Ordinance, the Project Applicant would be required to incorporate appropriate stormwater pollution control measures into the design plans and submit these plans to the City's Department of Public Works, Bureau of Sanitation, Watershed Protection Division (WPD) for review and approval. Upon satisfaction that all stormwater requirements have been met, WPD staff would stamp the plan approved. Through compliance

with the City's LID Ordinance, the Project would satisfy the City's water quality standards. Therefore, no Project impacts related to operational water quality would occur.

Adequate Utilities and Public Services

Discussion of 15332(e)

The site can be adequately served by all required utilities and public services.

Based on the information provided below, the Project could be adequately serviced by all required utilities and public services. Therefore, the Project meets this requirement for a Class 32 Exemption.

Fire Protection

The Project includes removal of an office building and a surface parking lot from the Project Site and development of site with a 77-unit multi-family residential building, potentially increasing the need for fire protection services at the Project Site. The factors that the Los Angeles Fire Department (LAFD) considers in determining whether fire protection services for a project is adequate include: (1) is within the maximum response distance for the land uses proposed; (2) complies with emergency access requirements; (3) complies with fire-flow requirements; and (4) complies with fire hydrant placement.[3] Pursuant to LAMC Section 57.09.07, the maximum response distance between a high-density residential/commercial neighborhood land use and a LAFD station that houses an engine or truck company is 1.5 miles. If this distance is exceeded, all structures shall be constructed with automatic fire sprinkler systems. The Project Site is served by several fire stations, as shown on Table 13. As shown, the Project Site is located approximately 0.9 miles from Fire Stations 59 and 92. Since the Project Site is located within the distance identified by LAMC Section 57.09.07, the Project need not be constructed with automatic fire sprinkler systems and any additional fire protection as required by the LAFD Chief, unless other building and safety codes supersede this.

Table 13
Fire Stations Serving the Project Site

No.	Address	Distance from Project Site
37	1090 Veteran Avenue	2.2 miles
59	11505 W Olympic Blvd	0.9 miles
92	10556 Pico Boulevard	0.9 miles

Source: LAFD, http://www.lafd.org/fire-stations/find-your-station, 2018.

All ingress/egress associated with the Project would be designed and constructed in conformance to all applicable City Building and Safety Department and LAFD standards and requirements for design and construction. Therefore, the Project would not result in impacts related to emergency access. Final fire-flow demands, fire hydrant placement, and other fire protection equipment would be determined for the Project

[3] *L.A. CEQA Thresholds Guide, City of Los Angeles, 2006.*

during LAFD's plan check process. Through compliance with these mandatory requirements, Project impacts related to fire protection services would be less than significant.

Police Protection

The Project includes removal of an office building and a surface parking lot and development of the site with a 77-unit multi-family residential building, potentially increasing the need for police protection services at the Project Site. However, in accordance with the City's regulations, the Project developer would be required to refer to "Design Out Crime Guidelines: Crime Prevention Through Environmental Design," published by the Los Angeles Police Department (LAPD). Contact the Community Relations Division, located at 100 W. 1st Street, #250, Los Angeles, CA 90012; (213) 486-6000. The Project would include standard security measures such as adequate security lighting, controlled residential access, and secure parking facilities. Through compliance with LAPD requirements, Project impacts related to police protection services would be less than significant.

Schools

The Project includes removal of an office building and a surface parking lot from the Project Site and development of the site with a 77-unit multi-family residential building. It is possible that because the Project includes residential land uses, the Project could increase the demand for school services in the Project Site area. However, pursuant to the California Government Code Section 65995/California Education Code Section 17620, mandatory payment of the school fees established by the Los Angeles Unified School District (LAUSD) in accordance with existing rules and regulations regarding the calculation and payment of such fees would, by law, fully address any potential direct and indirect impacts to schools as a result of the Project. Therefore, Project impacts to school services would be less than significant.

Parks

The Project includes removal of an office building and a surface parking lot from the Project Site and development of the site with a 77-unit multi-family residential building, and potentially could increase the demand for parks and recreational services. However, the Project Applicant would be required provide on-site open space in accordance with LAMC requirements and the Transit Oriented Communities (TOC) Program and to pay Park and Recreation Fees at the rate of $2,500 per market rate dwelling unit, pursuant to LAMC Section 12.33. The fees imposed on residential development projects by this ordinance "reflect each project's proportionate share of the cost of providing park land and improvements necessary to meet the needs created by each respective development" (LAMC Section 12,33F). Provision of on-site open space and payment of Park and Recreation fees in compliance with LAMC regulations would ensure the Project would not result in significant impacts to parks and recreational facilities.

Other Public Facilities

The Project includes removal of an office buildings and a surface parking lot from the Project Site and development of the site with a 77-unit multi-family residential building. Based on the City's projected household density (i.e., 2.44 persons/household) in the City, the Project would result in an increase of approximately 287 residents at the Project Site. Four libraries are located in the Project Site area – West Los Angeles Regional Library, Westwood Branch Library, Max & Lore Zeller Library, and the Palms-Rancho Park Branch Library. Although the addition of approximately 287 new residents to the Project Site could increase the demand for services at these libraries (assuming that these 287 residents do not already

live in the area), 287 new residents would not cause the need for new or expanded libraries. Therefore, Project impacts related to library services would be less than significant.

Wastewater

The Project Site is located within the service area of the Hyperion Treatment Plant (HTP), which has been designed to treat 450 million gallons per day (mgd) to full secondary treatment. Full secondary treatment prevents virtually all particles suspended in effluent from being discharged into the Pacific Ocean and is consistent with the Los Angeles Regional Water Quality Control Board's (LARWQCB) discharge policies for the Santa Monica Bay. The HTP currently treats an average daily flow of approximately 362 mgd. Thus, there is approximately 88 mgd available capacity.

As shown on Table 14, the Project would generate a net increase of approximately 7,219 gallons of wastewater per day (or 0.0072 mgd). With a remaining daily capacity of 88 mgd, the HTP would have adequate capacity to serve the Project. Therefore, Project impacts related to wastewater treatment would be less than significant.

Table 14
Estimated Wastewater Generation and Water Consumption

Land Use	Size	Water Consumption Rate[1]	Total (gallons/day)
Existing Uses to be Removed			
Office	13,470 sf	0.15 gpd/sf	2,021
Proposed Uses			
Residential	77 du	120 gpd/du	9,240
		(Less Existing)	(2,021)
		Net Total	**7,219**

du = dwelling unit *gpd = gallon per day* *sf = square feet*

Note: Wastewater generation is assumed to equal water consumption.
[1] *Source: City of Los Angeles Bureau of Sanitation, Sewer Generation Rates Table, March 20, 2002.*

Water

The Los Angeles Department of Water and Power (LADWP) owns and operates the Los Angeles Aqueduct Filtration Plant (LAAFP) located in the Sylmar community of the City. The LAAFP treats City water prior to distribution throughout LADWP's Central Water Service Area. The designated treatment capacity of the LAAFP is 600 mgd, with an average plant flow of 550 mgd during the summer months and 450 mgd in the non-summer months. Thus, the facility has between approximately 50 to 150 mgd of remaining capacity depending on the season. As shown on Table 14, the Project would consume a net increase of approximately 7,219 gallons of water per day (or 0.0099 mgd). With the remaining capacity of approximately 50 to 150 mgd, the LAAFP would have adequate capacity to serve the Project. Therefore, no Project impacts related to water treatment would occur.

The City receives water from five major sources: 1) the Eastern Sierra Nevada watershed, via the Los Angeles Aqueduct (LAA); 2) the Colorado River, via the Colorado River Aqueduct; 3) the Sacramento-San Joaquin Delta, via the State Water Project (SWP) and the California Aqueduct; 4) local groundwater; and 5) recycled water. The amount of water obtained from these sources varies from year to year and is primarily dependent on weather conditions and demand.

As shown on Table 14, the Project would consume a net increase of approximately 7,219 gallons of water per day. According to the Los Angeles Department of Water and Power (LADWP), any project that is consistent with the City's General Plan, the projected water demand associated with that project is considered to be accounted for in the most recently adopted Urban Water Management Plan (UWMP), which is prepared by the LADWP to ensure that existing and projected water demand within its service area can be accommodated.[4] As discussed previously, the Project is consistent with the City's General Plan land use designation for the Project Site. Additionally, the Project Applicant would be required to comply with the water efficiency standards outlined in Los Angeles City Ordinance No. 180822 and in the Los Angeles Green Building Code (LAGBC) to minimize water usage. Further, prior to issuance of a building permit, the Project Applicant would be required to consult with LADWP to determine Project-specific water supply service needs and all water conservation measures that shall be incorporated into the Project. As such, the Project would not require new or additional water supply or entitlements. Therefore, Project impacts related to water supply would be less than significant.

Solid Waste

Forty three percent of the waste generated in the City is disposed of at the Sunshine Canyon City/County Landfill, with 20 percent to Chiquita Canyon Landfill, and the remaining amounts sent to over a dozen other landfills, recycling, refuse-to-energy, or resource recovery facilities. According to CalRecycle (California Department of Resources Recycling and Recovery), the Sunshine Canyon Landfill has approximately 62.1 million cubic yards (cy) of remaining capacity out of a total capacity of 140.9 million cy, and a maximum permitted daily intake of 12,100 tons per day (tpd).[5] Sunshine Canyon Landfill accepts approximately 7,496 tpd during the week and 3,000 tpd on Saturday (due to reduced hours of operation).[6] Therefore, the Sunshine Canyon Landfill has a remaining daily capacity intake of approximately 4,604 tpd during each weekday and 9,100 tpd on Saturday.

As shown on Table 15, the Project would generate a net increase of approximately 0.11 tons of solid waste per day. With a remaining daily capacity of 4,604, the existing landfill capacity would be adequate to accommodate the Project's solid waste generation. Therefore, no Project impacts related to solid waste would occur.

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[4] *Los Angeles Department of Water and Power, Amir Tabakh, correspondence, February 11, 2015.*

[5] *County of Los Angeles, Countywide Integrated Waste Management Plan, 2016 Annual Report, December 2017.*

[6] *Ibid.*

Table 15
Estimated Solid Waste Generation

Land Use	Size	Generation Rate[1]	Total (tpd)
Existing Uses to be Removed			
Office	13,470 sf	0.006 lbs/day/sf	0.04
Proposed Uses			
Multi-Family Residential	77 du	4 lbs/day/du	0.15
		(Less Existing)	(0.04)
		Net Total	**0.11**

du = dwelling unit lbs = pounds tpd = tons per day

[1] *Source: CalRecyclewebsite: http://www.calrecycle.ca.gov/WasteChar/WasteGenRates/default.htm, 2014*
Note: Waste generation includes all materials discarded, whether or not they are later recycled or disposed of in a landfill.

Categorical Exemption Exceptions

Section 15300.2 (Exceptions), Article 19, Chapter 3, Title 14 of the California Code of Regulations includes exceptions to categorical exemptions for certain activities. For the reasons discussed below, none of the exceptions apply to the Project.

15300.2. Exceptions

(a) Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located -- a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

(b) Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.

(c) Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.

(d) Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.

(e) Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.

(f) Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

Discussion of Exceptions

Section 15300.2 (a) - Location

Not applicable. The Project does not fall under the definitions of Classes 3, 4, 5, 5, or 11.

Section 15300.2(b) - Cumulative Impact

The cumulative impact analysis considers the potential impacts associated with implementation of the Project in conjunction with other "related projects" within a 1.5-mile radius of the Project Site that could be developed within the same timeframe as the Project. The list of related projects includes 49 projects and is depicted on Table 7 in the Traffic Impact Study that was prepared for the Project (refer to the Appendix B). The source of this list is LADOT. As discussed below, the Project would not contribute to any significant cumulative impacts resulting from successive projects of the same type in the same place over time.

Air Quality

The SCAQMD recommends that any construction-related emissions and operational emissions from individual development projects that exceed the project-specific mass daily emissions thresholds identified above also be considered cumulatively considerable.[7] Individual projects that generate emissions not in excess of SCAQMD's significance thresholds would not contribute considerably to any potential cumulative impact. The SCAQMD neither recommends quantified analyses of the emissions generated by a set of cumulative development projects nor provides thresholds of significance to be used to assess the impacts associated with these emissions. As discussed previously, the Project would not produce VOC, NO_X, CO, SO_X, $PM_{2.5}$, and PM_{10} emissions in excess of SCAQMD's significance thresholds. As such, the cumulative air quality impact of successive projects of the same type in the same place over time would not be significant.

Water Quality

The sites of the Project and the related projects are located in an urbanized area where most of the surrounding properties are already developed. The existing storm drainage system serving this area has been designed to accommodate runoff from an urban built-out environment. When new construction occurs it generally does not lead to substantial additional runoff, since new developments is required to control the amount and quality of stormwater runoff coming from their respective sites. Additionally, all new development in the City is required to comply with the City's LID Ordinance and incorporate appropriate stormwater pollution control measures into the design plans to ensure that water quality impacts are minimized. Therefore, the cumulative water quality impact of successive projects of the same type in the same place over time would not be significant.

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[7] *White Paper on Regulatory Options for Addressing Cumulative Impacts from Air Pollution Emissions, SCAQMD Board Meeting, September 5, 2003, Agenda No. 29, Appendix D, p. D-3.*

Noise

None of the related projects shown on Table 7 in the Traffic Impact Study in Appendix B are in close proximity to the Project Site. As such, if the construction activities associated with the related projects overlapped with those of the Project, due to distance and location of sensitive receptors, no significant cumulative construction noise impacts would occur. As discussed previously, cumulative traffic noise impacts would be less than significant. Therefore, the cumulative noise impact of successive projects of the same type in the same place over time would not be significant.

Traffic

Cumulative traffic impacts were addressed previously under future (2020) traffic conditions. As discussed previously (refer to Table 3) and in the Traffic Impact Study prepared by Overland Traffic Consultants, Inc. (refer to Appendix B), no significant cumulative impacts would occur. Thus, the cumulative traffic impact of successive projects of the same type in the same place over time would not be significant.

Public Services

Fire Protection

Implementation of the related projects on Table 7 in the Traffic Impact Study (refer to Appendix B) could result in a net increase in the number of residents and employees in the Project Site area and could further increase the demand for fire protection services. Cumulative development requires the LAFD to continually evaluate the need for new or physically altered facilities in order to maintain adequate service ratios. Similar to the proposed Project, the related projects would be subject to the Fire Code and other applicable regulations of the LAMC including, but not limited to, automatic fire sprinkler systems for high-density buildings and/or residential projects located farther than 1.5 miles from the nearest LAFD Engine or Truck Company to compensate for additional response time, and other recommendations made by the LAFD to ensure fire protection safety. Through the process of compliance, the ability of the LAFD to provide adequate facilities to accommodate future growth and maintain acceptable levels of service would be ensured. Furthermore, the increased demands for additional LAFD staffing, equipment, and facilities would be funded via existing mechanisms (e.g., property taxes and government funding) to which the proposed Project and related projects would contribute. Therefore, the cumulative impact to fire protection from successive projects of the same type in the same place over time would not be significant.

Police Protection

Implementation of the related projects listed on Table 7 in the Traffic Impact Study (refer to Appendix B) could result in a net increase in the number of residents and employees in the Project Site area and could further increase the demand for police protection services. Cumulative development requires the LAPD to continually evaluate the need for new or physically altered facilities in order to maintain adequate service ratios. Similar to the proposed Project, the related projects would be subject to the review and oversight of the LAPD related to crime prevention features, and other applicable regulations of the LAMC. Through the process of compliance, the ability of the LAPD to provide adequate facilities to accommodate future growth and maintain acceptable levels of service would be ensured. Furthermore, the increased demands for additional LAPD staffing, equipment, and facilities would be funded via existing mechanisms (e.g., property taxes and government funding) to which the proposed Project and related projects would contribute. Therefore, the cumulative impact to police protection from successive projects of the same type in the same place over time would not be significant.

Schools

The related projects listed on Table 7 in the Traffic Impact Study (refer to Appendix B) could result in an increase in the number students in the Project Site area. However, similar to the applicant of the proposed Project, the applicants of all the related projects would be required to pay the state mandated applicable school fees to the LAUSD to ensure that no significant impacts to school services would occur. Therefore, the cumulative impact to schools from successive projects of the same type in the same place over time would not be significant.

Parks

The related projects listed on Table 7 in the Traffic Impact Study (refer to Appendix B) could result in an increase demand for parks and recreational services. However, employees generated by the commercial projects and the commercial portions of mixed-use projects on the related projects list would not typically enjoy long periods of time during the workday to visit parks and/or recreational facilities. Therefore these project-generated employees would not contribute to the future demand on park and recreational facility services. The applicants of related residential projects would be subject to the City's parkland fees (e.g., Quimby Fees and/or Park and Recreation fees for non-subdivision projects) and to minimum open space requirements, ensuring that any potential impacts to parks and recreational facilities would be less than significant. Therefore, the cumulative impact to parks from successive projects of the same type in the same place over time would not be significant.

Other Public Facilities

Implementation of the related projects listed on Table 7 in the Traffic Impact Study (refer to Appendix B) could increase the demand for library services in the Project Site area. Similar to the proposed Project, the related residential projects would be subject to the standards to determine demand for library facilities used by the City, and would likely be required to comply with regulatory requirements where applicable. As such, the demand for library services created by these residential projects could be accommodated, and impacts would be less than significant. Therefore, the cumulative impact to libraries from successive projects of the same type in the same place over time would not be significant.

Utilities

Wastewater

Implementation of the related projects listed on Table 7 in the Traffic Impact Study (refer to Appendix B) could increase the need for wastewater treatment. The remaining treatment capacity of the HTP (88 mgd) would accommodate the wastewater treatment requirements of the related projects. As discussed previously, the Project would create the need for a fraction of one percent of the remaining capacity of the HTP, and would not result in any significant impacts related to sewer treatment. No new or upgraded treatment facilities would be required. Therefore, the cumulative wastewater impacts from successive projects of the same type in the same place over time would not be significant.

Water

Implementation of the related projects listed on Table 7 in the Traffic Impact Study (refer to Appendix B) could result in a net increase in water consumption within LADWP's service area. Similar to the Project, the water supply needs of those related projects that are consistent with the City's General Plan have been

accounted for in the most recently adopted UWMP. However, the applicants of all projects within LADWP's service area would be required to consult with LADWP to determine the specific water supply needs of the project, appropriate water conservation measures to minimize water usage, and LADWP's ability to serve the project. In addition, as discussed previously, the Project would create the need for a fraction of one percent of the remaining capacity of the LAAFP, and would not result in any significant impacts related to water treatment. No new or upgraded treatment facilities would be required. As such, the cumulative water impacts of successive projects of the same type in the same place over time would not be significant.

Solid Waste

Implementation of the related projects listed on Table 7 in the Traffic Impact Study (refer to Appendix B) could increase the need for landfill capacity. However, all development in the City is required to comply with the City's Curbside Recycling Program and the Construction and Demolition Waste Recycling Ordinance to minimize the amount of solid waste generated by the development and the need for landfill capacity. As discussed previously, the landfills serving the Project Site area have available capacity. The Project would create a demand for less than a fraction of one percent of the remaining landfill capacity serving the Project Site area and would not result in any significant impacts. Therefore, cumulative solid waste impacts from successive projects of the same type in the same place over time would not be significant.

Section 15300.2(c) – Significant Effects Due to "Unusual Circumstances

There are no unusual circumstances related to development of the Project's 77 multi-family residential uses at this location. The Project proposes an infill development with both market rate and deed restricted affordable housing that is consistent with the existing C4 zoning, General Plan "Neighborhood" land use designation, and all provisions and regulations of the West Los Angeles Community Plan (with incentives for height, sideyard reductions, and open space reduction in accordance with the City's TOC Program). The Project provides parking in accordance with the LAMC. The Project's proposed multi-family uses and design also would be consistent with multi-family residential uses found along the Westwood Boulevard and within the greater Project Site area. Although the Project is located adjacent to east zoned property to the north, it is very common throughout the City for higher intensity residential uses that front boulevards (such as Westwood Boulevard) to back up against R1 property. Additionally, the Project Site is not located in a designated "environmentally sensitive area" or other overlay that would denote special circumstances.

While no unusual circumstances exist, as described above, there is also not a reasonable possibility that any significant effects could result from development of the Project. Specifically, as analyzed above, the Project would not result in any impacts related to traffic, noise, air quality, water quality, public services, and/or utilities.

Section 15300.2(d) – Scenic Highways

The Project Site is not visible from any scenic highway. Moreover, the Project would not result in any damage to scenic resources, such as significant trees, historic buildings, rock outcroppings, or similar type resources within an officially designated state scenic highway.

Section 15300.2(e) – Hazardous Waste Sites

The Project Site is not included on any list compiled pursuant to Government Code Section 65962.5.[8] Thus, the Project would not create a hazard to the public or the environment as a result of being listed on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, no impacts related to this issue would occur.

Section 15300.2(f) – Historic Resources

The existing residential building on the Project Site that would be removed as part of the Project are considered significant historical resources.[9] The existing building at the Project Site has not been identified by "Survey LA" (the City's official Historic Resources Inventory) as potentially eligible for listing on the National Register of Historic Places, the California Register of Historic Resources or for designation as a local "Historic Cultural Monument." Moreover, the Project Site is not located within a designated Historic Preservation Overlay Zone (HPOZ) or identified on Survey LA as part of a potential future historic district.[10] Thus, demolition of the existing structures and development of the proposed Project would not result in any impacts related to historical resources.

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[8] *Department of Toxic Substances Control, https://www.envirostor.dtsc.ca.gov/public/map/?myaddress, January 10, 2019.*

[9] *Los Angeles Historic Resources Inventory, http://www.historicplacesla.org/map, January 10, 2019.*

[10] *SurveyLA, March 2015, http://preservation.lacity.org/sites/default/files/SurveyLAWestwood_SurveyReport.pdf, January 10, 2019.*

APPENDIX A

COMMENT LETTER

LAW OFFICE OF JOHN P. GIVEN
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June 29, 2018

APPEAL TO THE LOS ANGELES CITY PLANNING COMMISSION
Justification/Reasons for Appealing

Case Nos. **DIR-2013-2331-TOC; ENV-2013-2332-CE**

Project Location: **2136-2140 Westwood Boulevard**

Determination: **Approval of Transit Oriented Communities Affordable Housing Incentive and Site Plan Review**
Class 32 Categorical Exemption

Dr. Stewart Fordham is the owner of an R1-zoned single family home at 2121 Glendon Avenue, and resides there along with his partner, Joyce Sheingold. Dr. Fordham and Ms. Sheingold ("Appellants") hereby appeal the Director of Planning's determination approving the above-captioned TOC case proposed for 2136-2140 Westwood Boulevard (the "Project"), as well as the determination that the Project is categorically exempt from the California Environmental Quality Act ("CEQA") under CEQA's class 32 infill exemption.

Appellants' residence at 2121 Glendon Avenue directly abuts the Project site. There is no alley or other separation or buffer between Appellants' single-family residence and the proposed Project. Project approval will negatively impact the quiet enjoyment of Appellants' home, in that Appellants will be subjected to additional noise and light from the six-story residential project, and will suffer a loss of personal privacy in their residence and rear yard due to the design of the Project, with its rear-facing balconies overlooking their back yard. Appellants worry that the adverse Project impacts are likely to cause a corresponding diminution in Appellants' property value. In addition, during the period of construction, Dr. Fordham, who suffers from asthma under adverse air quality conditions, anticipates he will be exposed to greatly elevated risk of asthmatic attack due to the additional dust and generally lower air quality associated with grading, hauling, large trucks and equipment, and other ordinary construction activities associated with the Project, as will other nearby residents and sensitive receptors. These include

nearby elderly residents within the local community, including an elder care home located at 2228 Westwood Boulevard (Westwood Plaza Retirement & Assisted Living, located approximately 500 feet from the Project site) as well as K-5 elementary school children located at 2050 Selby Avenue (Westwood Charter School, located approximately 900 feet from the Project).

An explanation as to how the Director of Planning erred and/or abused his discretion in approving the Project follows.

I. Appellants are Aggrieved by the Decision.

Appellants are long-time residents of 2121 Glendon Avenue, which is owned by Appellant Dr. Fordham. The proposed Project is located directly adjacent to their residence and, if approved, would have a major impact on them, other local community members, and nearby sensitive receptors, including nearby elder care facility Westwood Plaza Retirement & Assisted Living, and local charter elementary school Westwood Charter School, which are located approximately 500 and 900 feet from the Project site, respectively. In addition, Appellants and other community members have an interest in ensuring that the City follows its municipal code, general plan, local community plans, specific plans, and all other applicable regulations, as well as state laws, such as CEQA.

As explained below, the Project is inconsistent with the TOC Guidelines and violates the City's zoning code as well as the locally applicable Pedestrian Oriented District, the Westwood/Pico Neighborhood Oriented District.[1] In addition, the Project is not categorically exempt from CEQA under the class 32 exemption. Thus the City must undertake an Initial Study to determine the appropriate level of environmental review. In this case, a fair argument exists that the Project as proposed would have significant environmental impacts on local land use regulations, among other potentially significant environmental effects, requiring that an Environmental Impact Report ("EIR") be prepared.

The Director's approval of the Project, despite these significant shortcomings, constitutes error and abuse of discretion for failing to proceed in a manner required by law. The Project approvals, including the determination of exemption from CEQA, must be set aside.

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[1] The Project's zone suffix, POD, stands for "Pedestrian Oriented District." (Determination, p. 1; *see generally* Los Angeles Municipal Code § 13.07.)

II. The Determination Violates the TOC Guidelines, Los Angeles Municipal Code, and Westwood/Pico Neighborhood Oriented District.

A. The Project incorrectly assumes a base height of 45 feet, resulting in violations of the TOC Guidelines, municipal code, and Westwood/Pico Neighborhood Oriented District.

The Project parcels are located entirely within the Westwood/Pico Neighborhood Oriented District. (Determination, pp. 1, 6.) The parcels are all zoned C4-1VL-POD. (Determination, p. 1.) Ordinarily this would result in a base height of 45 feet, and a limitation of three stories. (Los Angeles Municipal Code [hereinafter "LAMC"] § 12.21.1.A.1.) But as explained below, even though the parcel is zoned C4-1VL, because of the parcels' POD designation the base height is only 40 feet, not 45.

The Westwood/Pico NOD does not independently regulate the height of buildings. It states: "Whenever this ordinance is silent, the provisions of the LAMC shall apply." (Westwood/Pico NOD section 2.C.) The Westwood/Pico NOD identifies LAMC Section 13.07 as the applicable zoning regulation except as otherwise modified. (*Id.*, p. 1, sections 2.B, 3.A, and 3.B.)[2] Los Angeles Municipal Code section 13.07.E.5 states in relevant part: "The height of a building shall not exceed 40 feet." Thus, the Project approval makes a fatal error in assuming that the correct base height to which a TOC height incentive may be added is 45 feet, as if the parcels comprising the Project site were ordinarily zoned C4-1VL parcels.[3]

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[2] Los Angeles Municipal Code Chapter 1, Article 2 is the "Comprehensive Zoning Plan" of the City, but regulation of supplemental use districts such as pedestrian oriented districts is regulated in Chapter I, Article 3. "Lots zoned . . . C4-1VL-POD . . . shall conform with the requirements and restrictions found in Section 13.07 of the LAMC except as modified by this Ordinance, and the Development Regulations established by Section 4 of this Ordinance." (Westwood/Pico NOD, section 3.B.)

[3] It must be noted that the project applicant previously applied for and received an approval for a density bonus project. (Los Angeles Planning Case No. DIR-2013-2331-DB.) Two appeals of the approval were timely filed, including one by Appellant Dr. Fordham. Dr. Fordham's previous appeal of the DB case relied in large part on the same errant 45' base height to which the density bonus was added: an 11-foot increase to allow a total project height of 56 feet, in lieu of the allegedly otherwise applicable 45 feet. Without holding a hearing on the obviously meritorious appeal, the Director issued a letter rescinding the improperly granted density bonus. It would not be an unreasonable inference from the same mistake having occurred a second time on the same property, with the same project number except for the suffix (TOC rather than DB), and where the project file includes all of the previous project paperwork including the appeals and rescission notice, that the applicant was aware of the base height issue but chose to present another project with the same error in hopes that community members might fail to respond to the approval notice, or perhaps not notice the same "mistake" made the second time around. Knowing the recent project history, Planning staff should have identified and flagged the issue.

The proposed Project uses as one of its additional incentives a height bonus pursuant to TOC Guidelines section VII.1.g.i.2, which permits "[o]ne additional story up to 11 additional feet" for Tier 2 project sites.[4] Calculated from the proper base height of 40 feet, the total project height can be no greater than 51 feet. Review of the Determination and its Exhibit A site plans make clear that the project is 56 feet in height. (Determination, pp. 2, 6; Exh. A, pp. A4.00-A4.01.) The Director erred and abused his discretion in approving a project with a height of 56 feet based on the incorrect assumption that the base height is 45 feet.

B. The Project violates the TOC Guidelines by taking a three-story bonus, rather than the one-story bonus permitted.

The project is zoned C4-1VL-POD, which ordinarily permits a building of no greater than 45 feet and three stories. (LAMC § 12.21.1.A.1.) As discussed above, the POD designation results in a lower base height (maximum 40 feet). Without a density bonus or TOC height incentive or zoning code variance, 40 feet and three stories represents the maximum height and number of stories permissible in the zone.

The TOC Guidelines allows "[o]ne additional story up to 11 additional feet" for a Tier 2 site, such as the Project site. (TOC Guidelines § VII.1.g.i.2.) Thus, the ordinarily permitted three-story, 40-foot tall building could be increased to a maximum of four stories and 51 feet. The Determination, however, approves a TOC incentive bonus of *three* additional stories and 11 feet. (Determination, p. 2; *see also* Exh. A, pp. A1.02, A2.06-A2.07, A3.00-A3.01, A4.00-A4.01.) The Determination provides no analysis suggesting that any other bonus or provision of the municipal code applies to provide for a greater number of floors. Allowing a six-story structure, where only a four-story structure is permitted based on the TOC Guidelines' one-story bonus, with no reference to a permissible justification is an abuse of discretion.

C. The Project appears to use an additional TOC incentive bonus to use an alternative transitional height requirement rather than LAMC section 12.21.1.A.10.

As discussed above, the Determination finds the Project qualifies for three additional incentive bonuses, and has requested and obtained three: one for additional height, one for reduced side yard setbacks, and one for reduced open space. (Determination p.2.) The

[4] As discussed in Part II.B, the proposed Project clearly violates this TOC Guideline by allowing *three* additional stories, rather than the *one* additional story permitted.

Determination says nothing about another incentive available in the TOC menu of additional incentives, or under any other bonus or municipal code provision, to allow a different transitional height than otherwise required. LAMC section 12.21.1.A.10 requires that "[n]otwithstanding any other provisions of this section, portions of buildings on a C or M zoned lot governed by the provisions of this section shall not exceed the height limits set forth below when located within the distances specified from a lot classified in the RW1 Zone or a more restrictive zone." The lots abutting the rear of the Project site are zoned R1, requiring the standard transitional height standard be applied. The table included in LAMC section 12.21.1.A.10 provides for the following transitional height limitations:

Distance	Height
0 to 49 feet	25 feet
50 to 99 feet	33 feet
100 to 199 feet	61 feet

(LAMC § 12.21.1.A.10.) Based on review of the site plans, it is evident that these standards are not met. (*See, e.g.*, Exh. A p. A.4.00, diagram entitled "Section A-A.") Clearly the standard transitional height requirements are violated with a taller than 25-foot structure within the first 49 feet of an R1 zone, and a taller than 33-foot structure within 99 feet of the same R1 zone.

Instead of adhering to the standard transitional height guidelines, the Project appears to use the transitional height requirements found in TOC Guidelines section VII.1.g.ii.1, which permits Tier 2 buildings to be "stepped-back at a 45 degree angle as measured from a horizontal plane originating 15 feet above grade at the property line of the adjoining lot," in lieu of the otherwise applicable municipal code requirements. Evidence of this approach is the first page of the site plan, which recites the TOC Guidelines language quoted above (also impermissibly bundling the transitional height as part of the height incentive), and a notation made on the Section A-A diagram of the approved Exhibit A site plans, which shows where the 45 degree angle measurement falls above the rear property line. (Exh. A, pp. A0.00 and A4.00.)

But the Determination does *not* grant the Project applicant this additional transitional height incentive. Nor has the applicant sought or received relief under LAMC section 12.24.X.22, as described in the final paragraph of LAMC section 12.21.1.A.10. Approval of the Project as proposed with the additional unapproved incentive thus violates the TOC Guidelines,

which provide for a maximum of three additional incentives. (TOC Guidelines § IV.5.) The approval of the Exhibit A site plan using an additional fourth incentive not granted by the Director violates the TOC Guidelines and LAMC section 12.21.1.A.10 and constitutes an error of law and abuse of discretion.

D. The Project violates the TOC Guidelines by using a RAS3 rear yard setback.

The Project Exhibit A site plan shows a RAS3 rear yard setback of 15' plus 1' for each floor above the third story. (*See generally*, Exh. A, especially p. A4.0, and text on p. 1.) Use of the RAS3 rear setback is impermissible for several reasons.

First, use of a RAS3 rear yard setback is an impermissible additional incentive. As discussed above, the TOC Guidelines allows for a maximum of three additional incentives, and the Project has been granted three incentives (one for height, one for side yard setbacks, and one for unbundled parking). (Determination pp. 2-3, *see also* TOC Guidelines § IV.5.) While commercially-zoned Eligible Housing Developments "may utilize any or all of the yard requirements of the RAS3 zone per LAMC 12.10.5" (TOC Guidelines § VII.1.a.i), the RAS3 zone does not permit reduced rear yard setbacks adjacent to properties with a zone of RD or more restrictive, such as an R1 zone. (LAMC § 12.10.5.C.3.[5]) Thus the incentive is not available to the Project.

Second, the TOC Guidelines justification provided by the applicant for reduced yards is for "up to 30% decrease in width or depth of one setback." (Exh. A, p. A0.00.) This is consistent with TOC Guidelines VII.1.a.ii.2.b, but since the project is not located on a residentially zoned parcel, this provision is not applicable. Moreover, the cited provision allows for only one setback change, not three (two side yard setback reductions, and one rear yard setback reduction).

Finally, and most important, no decrease in required rear yards is permissible under TOC Guidelines VII.1.a.iii, which states: "Yard reductions may not be applied along any property line that abuts an R1 or more restrictive residential zoned property." As the Determination acknowledges, the abutting properties to the east of the Project along Glendon Avenue are all zoned R1.

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[5] As LAMC section 12.10.5 provides, "There shall be a rear yard of not less than 15 feet in depth when the subject property is located adjacent to property zoned RD or more restrictive, otherwise there shall be a rear yard of not less than five feet in depth."

The proper rear yard setback is thus defined by the underlying zoning, and not by any incentive available under the TOC Guidelines. The subject parcel is zoned C4-1VL-POD. The C4 base zone utilizes R4 setbacks for side and rear yards for each residential story. (LAMC § 12.16.C.2.) The R4 rear yard setback is 15' plus 1' additional for each story above the *second* story. (LAMC § 12.11.C.3.) Because the Project improperly utilizes the RAS3 setback, the approval violates the TOC Guidelines and zoning code, and constitutes an error of law and abuse of discretion.

E. The Director's Determination is Inconsistent with the Project Site Plans.

The Director's Determination contains numerous errors and internal inconsistencies, which makes it unclear precisely what has been approved, and which incentive bonuses have been granted by the approval.

For example, the Transit Oriented Communities ("TOC") portion of the Determination approves, in part, "[a] reduction in required side yards to correspond with those of the RAS3 Zone." (Determination, p. 2.) This portion of the approval says nothing about reduced rear-yard setbacks. Later in the Determination, however, the proposed Project is described as having "a nine-foot rear yard setback." (*Id.*, p. 6; *but see* Determination Exhibit A, p. A0.00 (hereinafter "Exh. A") [describing a rear setback of 15' + 1' per story above the third story.[6]])

In addition, the required TOC Findings state: "The requested yard incentives . . . include utilization of *all* of the yard requirements for the RAS3 Zone . . ." (Determination, p. 11, emphasis added.) This is apparently consistent with the site plans, which appear to show a 15' rear yard setback with 1' additional setback for each story above the third floor. (Site Plans, pp. A0.00, A2.00-2.06.)[7] The inconsistency is confusing at best as to what has been granted by the approval, and at worst describes an impermissible additional incentive or project feature requiring a zoning administrator's determination or variance.

Approving a Project with its Exhibit A site plan describing a physical project inconsistent with and in excess of the grant of approval is an abuse of discretion.

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[6] As discussed earlier in Part II.D, this describes a rear setback for RAS3 properties, which is not permitted at this project site due to the adjacent R1 zoned parcels.

[7] *See* footnote 6, and Part II.D, supra.

III. The Project is Not Eligible for the Class 32 Exemption from CEQA.

The Determination and Notice of Exemption explain that the Project is exempt from CEQA under the class 32 exemption from CEQA. (Determination, p. 1; Notice of Exemption ("NOE"), p. 1.) The class 32 exemption is intended for infill projects, and as the NOE correctly describes, a proposed project must meet *all* of the requirements of the class 32 exemption as codified in the CEQA Guidelines or the development project is not exempt as a class 32 project. (*See* CEQA Guidelines § 15332.)[8] The Department of City Planning created a form for projects seeking the class 32 exemption, requiring project applicants to submit a completed Environmental Assessment Form ("EAF") for review.[9] In addition to the EAF, the class 32 exemption application requests that the applicant provide "[a]ny supporting documents and/or technical studies to corroborate your position that the proposed project is eligible for the Class 32 Exemption," and "[w]ritten justification that the proposed Project meets" the CEQA Guidelines criteria for a class 32 exemption. The information is necessary because the Director's determination that a categorical exemption applies must be based on substantial evidence. (*See generally, Dehne v. County of Santa Clara* (1981) 115 Cal. App. 3d 827.)

Appellants note for the record that on Tuesday, June 26, their representative reviewed the entire project file associated with the Project, which contained no EAF form. It contained only the NOE. Following review of the file, Appellants' representative contacted the assigned planner by email to request any documents that should have been included in the project file, specifically a Master Land Use Permit Application, which is ordinarily part of every land use application filed within the City of Los Angeles. The planner replied and provided a "Transit-Oriented Communities Affordable Housing Form" completed by the applicant but not in the project file as well as the "AB 2556 (TOC) Determination" memorandum from the Los Angeles Housing + Community Investment Department. But none of the documentation required by the Department of City Planning class 32 form and procedure has been provided to Appellants for review, including the EAF, supporting documents or technical studies, or a written justification that the Project meets the class 32 CEQA Guidelines requirements have been provided. This absence of

[8] CEQA Guidelines section 15332 is available online at: http://resources.ca.gov/ceqa/guidelines/art19.html.
[9] An electronic copy of the form is available at the Department of City Planning's website at: https://planning.lacity.org/Forms_Procedures/7828.pdf.

submitted documents supports an inference that the documents were either not submitted as required or simply do not exist, but more important reflects the lack of substantial evidence provided by the applicant to support the exemption.

The first requirement of a class 32 infill exemption is that it be "consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations." (CEQA Guidelines § 15332(a); see NOE, p. 2.) The NOE document provides a narrative (entitled "Justification for Project Exemption") that asserts: "The proposed project is consistent with applicable general plan designation, applicable policies, and applicable zoning designations." The portion of the narrative discussing this first requirement completely fails to discuss the applicable zoning code provisions or TOC regulations, and appears simply to assume the project is consistent with them. (NOE, p. 2.) Moreover, while the NOE acknowledges the Project site's C4-1VL-POD zone, it fails to mention what the POD designation of that zone means, and does not even mention the existence of the Westwood/Pico Neighborhood Oriented District in which the project is located, or whether the project is consistent with the regulations found therein.

As discussed at length above, the Project is not consistent with the Westwood/Pico NOD. It is also not consistent with all applicable zoning regulations, and it is not consistent with the TOC Guidelines. To summarize the numerous issues described in greater detail in Part II, the Project approval assumes an incorrect base height, resulting in an impermissible over-in-height building of 56 feet, rather than the 51 foot tall structure permitted, violating the Los Angeles Municipal Code and the Westwood/Pico NOD; the Project has been granted a three-story bonus, rather than the one-story permitted, violating the municipal code and TOC guidelines; the Project uses an improper transitional height, violating the municipal code and TOC guidelines; and the Project uses an improper rear yard setback,[10] violating the municipal code and TOC Guidelines.

These oversights and assumptions show the class 32 exemption is inapplicable to the Project, because not only does the record reflect a paucity of substantial evidence to support consistency, the record clearly shows the Project is *not* consistent with the applicable zoning

[10] The NOE also describes a rear yard setback of only nine feet, a mistake perhaps repeated from the Determination. (NOE, p. 2; Determination, p. 6.)

designation and regulations. Thus the first requirement is not met, and the class 32 exemption is not available to exempt the Project from environmental review.

With respect to other four class 32 requirements, the project appears *likely* to be consistent with them, but there is no substantial evidence in the record to support most of them. For example, based on its location, it is possible, perhaps even likely, that the project site may have no value as habitat for endangered, rare, or threatened species, but there is no substantial evidence to support that likelihood, only a bare conclusion provided in the NOE based on the project's urban location. There is also no evidence beyond the speculation provided in the NOE discussion that the project would not result in any significant effects relating to traffic, noise, air quality, or water quality. There are only vague statements to the effect that, for example, the project is "*not expected to* conflict with or obstruct the implementation of the AQMP and SCAQMD rules." (NOE, p. 2, emphasis added.)

In an additional email exchange requesting any other information that should have been in the Project file, the assigned planner forwarded an email chain between the planner and a City Department of Transportation transportation engineer to Appellants' representative. The email included the City traffic engineer's claim that he "ran the calculations and the net trips [sic] way down, well below the 25 net threshold for AM and PM trips . . . So the bottom line is that no Traffic Study or Technical Study are necessary."[11] The conclusion provided in the email may be true, but Appellants or others who review the file have not been provided access to the underlying data that led to those conclusions as they should have been. The data relied upon by the engineer to make his conclusions were not included in the email or project file. Only the conclusion without supporting data seems to have been provided to the Planning Department. Thus, no substantial evidence supports the conclusion that a traffic study is not needed.

Likewise, Planning staff's vague assurance and conclusory statement that "[t]he proposed project has been reviewed by City staff, and can be adequately served by all required utilities and public services" is not substantial evidence to support that the final class 32 requirement is met. (NOE, pp. 2-3.) CEQA requires much more than hopeful expectations of Planning Department

[11] Email chain between City Planner Jordann Turner and Transportation Engineer Associate Clive Grawe, May 24, 2018.

staff. The burden is on the applicant to provide substantial evidence that the class 32 exemption applies, not on members of the public to refute speculation and insubstantial evidence.

In any event, whether there is substantial evidence on the final four requirements, which Appellants assert there is not, it is abundantly clear based on record information that the first requirement, consistency with all applicable general plan policies, zoning designations, and other applicable regulations, is not met. The Project is thus not exempt from CEQA under the class 32 exemption, and the City must undertake an initial study to determine the appropriate level of environmental review.

CEQA "requires the preparation of an EIR whenever it can be fairly argued on the basis of substantial evidence that the project may have a significant environmental impact." (*No Oil, Inc. v. City of Los Angeles* (1974) 13 Cal. 3d 68, 75, supplemented (1975) 13 Cal.3d 486; CEQA Guidelines § 15064; see Pub. Resources Code, § 21002.1.) The "fair argument" standard sets "a low threshold requirement for initial preparation of an EIR and reflects a preference for resolving doubts in favor of environmental review." (*Sierra Club v. County of Sonoma* (1992) 6 Cal. App. 4th 1307, 1316–17.) Based on the evident significant land use impacts alone, in order to approve the Project as currently proposed the City must prepare an Environmental Impact Report in order to justify such significant departures from local land use regulations, if such departures can be justified at all. It is also evident that typical construction activities not yet considered due to the improper claim of exemption, such as grading, hauling, moving of equipment, and heavy truck use needed to move materials and import concrete, among other things, may cause significant environmental impacts.

The decisionmaker erred and abused his discretion by finding the Project to be exempt from CEQA under the class 32 exemption.

IV. Conclusion

For all the reasons discussed above, Appellants urge the City Planning Commission to overturn and set aside the Director's Determination finding the Project categorically exempt from CEQA under the class 32 exemption and approving the proposed Project with conditions. Because the Project does not meet the requirements for a class 32 exemption from CEQA, the City must undertake an Initial Study to determine the appropriate level of environmental review.

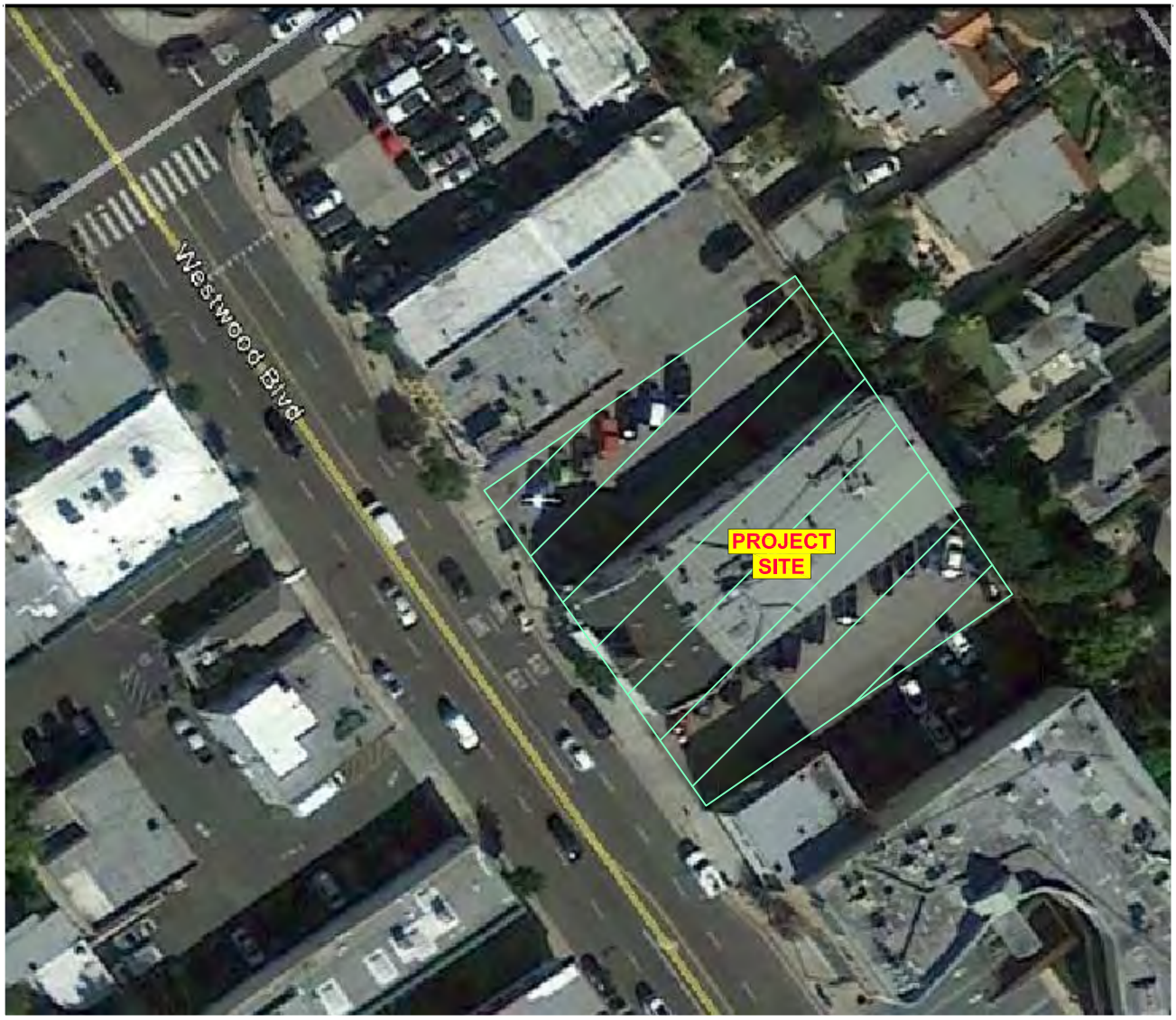
APPENDIX B

TRAFFIC IMPACT STUDY

Overland Traffic Consultants, Inc.

TRAFFIC IMPACT STUDY
RESIDENTIAL DEVELOPMENT

Located at 2138 - 2150 Westwood Boulevard in the City of Los Angeles



Prepared for:
Westwood3, LLC

Prepared by:
Overland Traffic Consultants, Inc.
24325 Main Street # 202
Santa Clarita, California 91321
(661) 799 - 8423

January 2019

TRAFFIC IMPACT ANALYSIS FOR A PROPOSED RESIDENTIAL APARTMENT BUILDING

Located at 2138 – 50 Westwood Boulevard

City of Los Angeles

Prepared by:

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January 2019

EXCUTIVE SUMMARY

Purpose of Study

This study presents an analysis of the potential traffic impacts created by the proposed project using criterion established by the City of Los Angeles. Traffic impacts caused by the project that exceed these limits are deemed significant traffic impacts and evaluated for potential traffic mitigation measure.

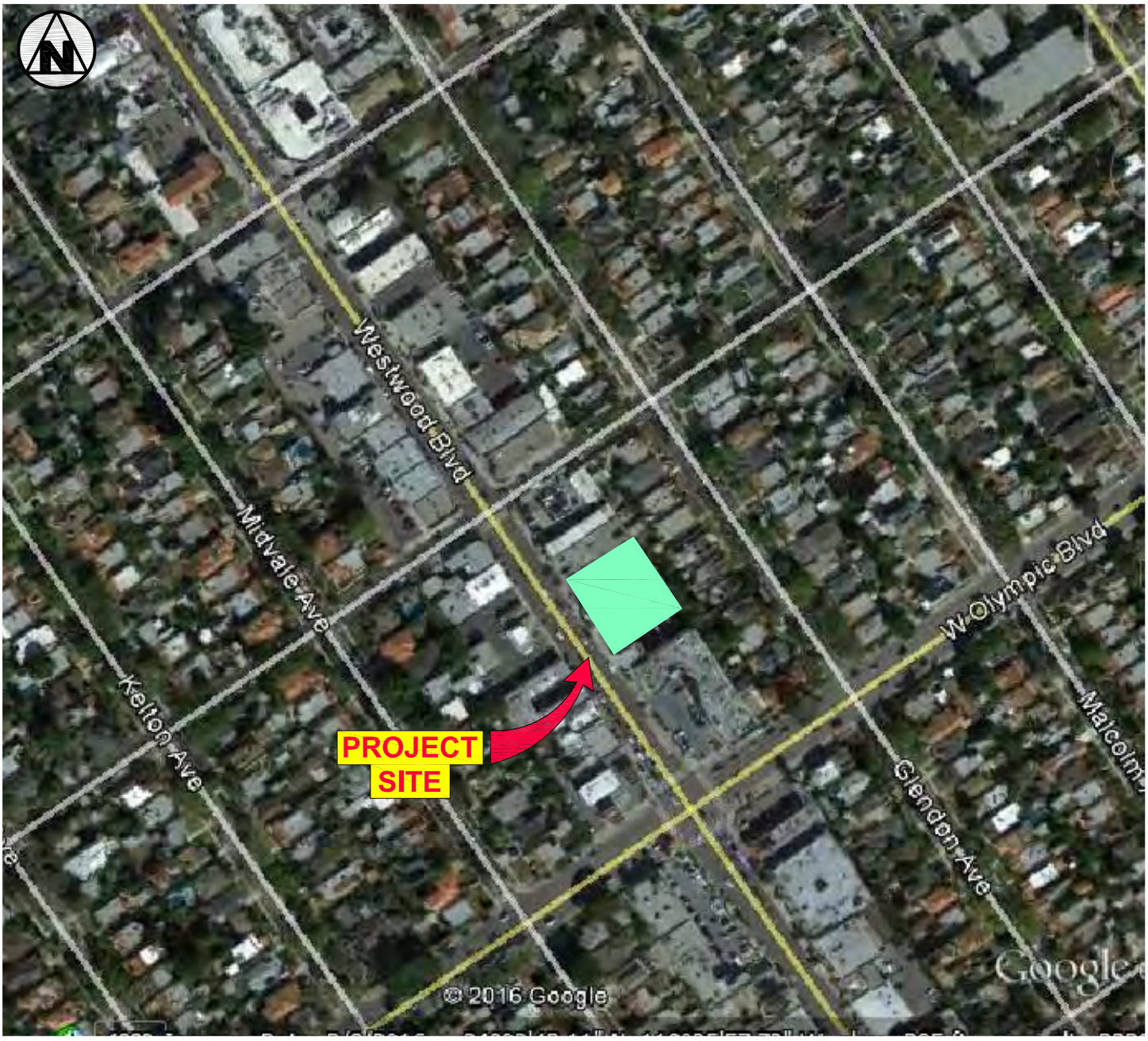
Project Description - The project site is located at 2138 - 50 Westwood Boulevard in the City of Los Angeles, as shown in the following aerial photograph. The site of 18,900 square feet is currently occupied with a two – story commercial building (approximately 13,663 s.f. of office and retail) and adjacent parking lot.

The existing commercial uses and adjacent parking lot will be removed and one 6 - story apartment building over 1 level of subterranean parking will be constructed. The project will consist of 77 units with 7 extremely low - income affordable units. It should be noted that the project qualifies for the City's Transit Oriented Communities Affordable Housing Incentive Program.

Project Parking and Access - The project is required to provide 0.5 parking spaces per one – bedroom units and 1 space for 2 - bedroom units for a total of 42 parking spaces. However, the project is planning for 70 parking spaces on two parking levels. Forty – eight (48 spaces) will be available in the basement level parking area with access from Westwood Boulevard. The second parking ground level parking area will provide 22 parking spaces with access from the south side of the building with street access from Westwood Boulevard. Additional parking is warranted because the adjacent residential neighborhood is part of Preferential Parking District #21.

The city council designates certain parts of the city as parking districts. These parking districts address "negative impacts" of non - resident parking on residential neighborhoods. To park there without risk of a parking citation, you must have a valid parking permit. Appendix B shows the map of Preferential Parking District #21.

Bicycle parking for the project is established by the provisions of LA Code Section 12.21 A 16. The total bicycle parking being provided by the project is 86 spaces (78 long term and 8 short term bicycle spaces).



9/2018

PROJECT SETTING

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Highway Dedications and Street Standards

As part of the environmental review process, the City of Los Angeles will review the adjacent street conditions to evaluate the street dedications and improvements per the City Mobility Street Standards (see Appendix C for Mobility Street Standards). Below are the current street conditions and the Mobility Street standards.

Westwood Boulevard is designated an Avenue II roadway which calls for a 56 - foot roadway on 86 feet of right - of - way (28 - foot half streets and 43 - foot half right - of - ways). Westwood Boulevard is constructed to a width of 60 – 70 feet curb to curb on 80 - 88 feet of right - of - way.

Adjacent to the project site, the east half roadway is 30 feet in width with a 40 - foot half right - of - way. Three (3) feet of additional dedication but no street widening is necessary to satisfy the Avenue II street standard for Westwood Boulevard adjacent to the project site.

Traffic Study Process

The scope of the traffic impact analysis was developed in consultation with the City of Los Angeles Department of Transportation (LADOT) and summarized in a Memorandum of Understanding (MOU) as required by LADOT's "Transportation Impact Study Guidelines", December 2016. As part of the MOU, screening criterion for the nearby Caltrans facilities were evaluated according to the requirements set forth in the Agreement between the City of Los Angeles and Caltrans District 7 (Freeway Impact Analysis Procedures, signed December 2015, Renewal). The LADOT MOU is provide in Appendix A.

Estimated Traffic Generation - Estimates of the traffic generated by the proposed project were calculated using the industry standard traffic generation rates developed by the Institute of Transportation Engineers (ITE), as provided in the West Los Angeles Transportation Improvement and Mitigation Specific Plan (TIMP) and per LADOT's affordable housing trip rates. Using these rates, it is estimated that the project would generate 353 daily weekday vehicle trips with 24 morning peak hour trips and 31 afternoon peak hour trips assuming no traffic credits for the existing commercial uses.

For reference, it is estimated that existing commercial uses generate 407 daily trips with 18 morning peak hour trips and 56 afternoon peak hour trips per a traffic assessment prepared by LADOT in February 2014.

Significant Traffic Impact Criteria - This study provides two baseline scenarios to evaluate the project's traffic impacts: (1) existing traffic conditions plus the project traffic volume (Existing + Project) and (2) future 2021 cumulative traffic conditions plus the project traffic volume (Future + Project).

The traffic impact of the proposed development has been calculated using the LADOT Critical Movement Analysis (CMA) method. The CMA analysis method quantifies the operating conditions of an intersection using a ratio of peak hour traffic volume to intersection capacity (V/C ratio).

Per the standards adopted by LADOT, a traffic impact is considered significant if the related increase in the V/C value equals or exceeds the thresholds for each Level of Service (LOS) standard as shown in the table below.

City of Los Angeles Significance Thresholds

LOS	Final V/C Value	Increase in V/C Value
C	> 0.701 - 0.800	≥ 0.040
D	> 0.801 - 0.900	≥ 0.020
E and F	> 0.901	≥ 0.010

Project's Potential Traffic Impacts - Using the criteria as established by the City of Los Angeles West Los Angeles Transportation Improvement and Mitigation Specific Plan, it has been determined that the added traffic volume generated by this residential project will not significantly impact any of the six study intersections.

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CHAPTER 1 INTRODUCTION

An evaluation of the potential traffic impacts created by the proposed project has been conducted as part of the project's environmental review using the procedures adopted by the City of Los Angeles West Los Angeles Transportation Improvement and Mitigation Specific Plan (TIMP) and LADOT's Transportation Impact Study Guidelines, December 2016.

Pursuant to the LADOT's traffic impact guidelines, the following steps have been taken to develop the existing and future traffic conditions analysis with and without the proposed project:

(a) Analyze existing (2018) traffic conditions;

(b) Analyze traffic conditions in (a) with the project traffic ("existing + project");

(c) Analyze traffic conditions in (b) with proposed traffic mitigation, if necessary

(d) Analyze traffic conditions with ambient traffic growth to 2021 (added 1% per year for ambient growth) and related projects traffic (future "without project" scenario);

(e) Analyze traffic conditions in (d) with the project traffic ("future + project" scenario);

(f) Analyze traffic conditions in (e) with proposed traffic mitigation, if necessary.

The impact of a development project is determined by comparing the changes in the traffic conditions at selected study intersections. The amount of new traffic added by the proposed project determines the significance of the project traffic impact.

The project site is located at 2138 - 50 Westwood Boulevard in the City of Los Angeles, as depicted on Figure 1. Prior to the preparation of this study, a memorandum of understanding (MOU) established the six (6) intersections selected for the project's traffic impact analysis. These locations are:

1. Westwood Boulevard and Olympic Boulevard;
2. Westwood Boulevard and La Grange Avenue;
3. Westwood Boulevard and Santa Monica Boulevard;
4. Olympic Boulevard and Overland Avenue;
5. Olympic Boulevard and Veteran Avenue; and
6. Westwood Boulevard and Pico Boulevard.



FIGURE 1

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PROJECT LOCATION AND STUDY LOCATIONS

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CHAPTER 2 PROJECT DESCRIPTION

The project site is located at 2138 - 50 Westwood Boulevard in the City of Los Angeles. The site of 18,900 square feet is currently occupied with a two – story commercial building (approximately 13,663 s.f. of office and retail) and adjacent parking lot.

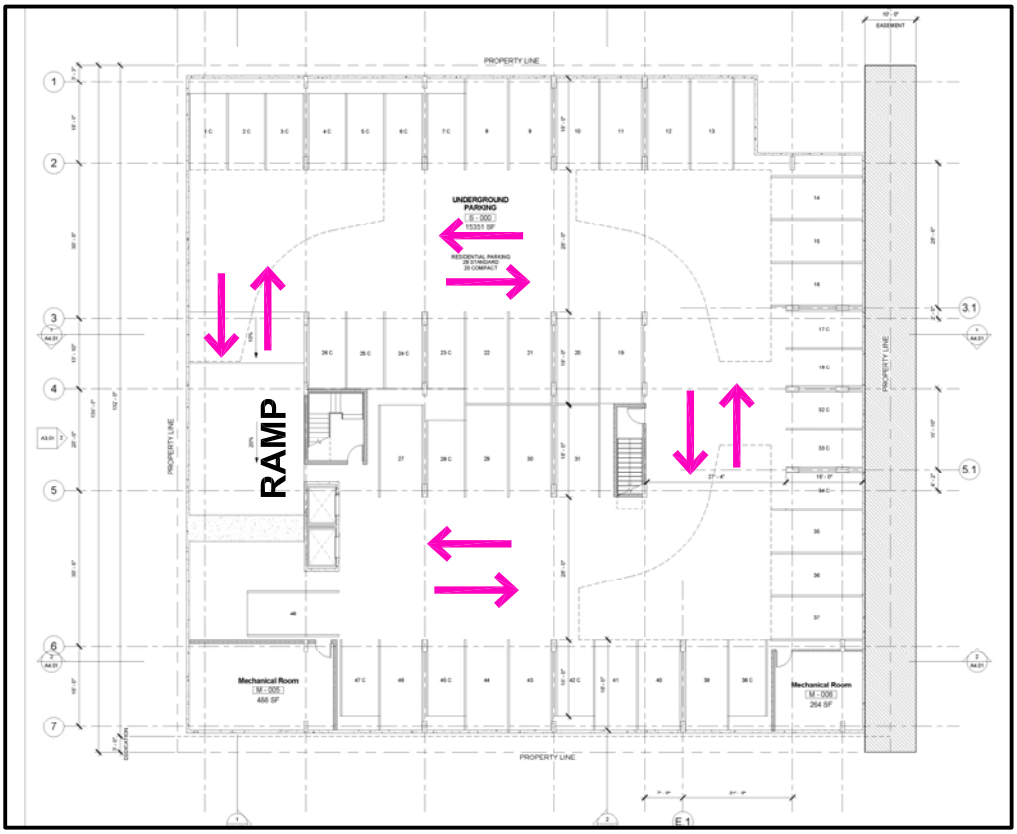
Project Description - The existing commercial uses and adjacent parking lot will be removed and one 6 - story apartment building over 1 level of subterranean parking will be constructed. The project will consist of 77 units with 7 extremely low - income affordable units. It should be noted that the project qualifies for the City's Transit Oriented Communities Affordable Housing Incentive Program.

Project Parking and Access - The project is required to provide 0.5 parking spaces per one – bedroom units and 1 space for 2 - bedroom units for a total of 42 parking spaces. However, the project is planning for 70 parking spaces on two parking levels. Forty – eight (48 spaces) will be available in the basement level parking area with access from Westwood Boulevard. The second parking ground level parking area will provide 22 parking spaces with access from the south side of the building with street access from Westwood Boulevard. Additional parking is warranted because the adjacent residential neighborhood is part of Preferential Parking District #21. The city council designates certain parts of the city as parking districts. These parking districts address "negative impacts" of non - resident parking on residential neighborhoods. To park there without risk of a parking citation, you must have a valid parking permit.

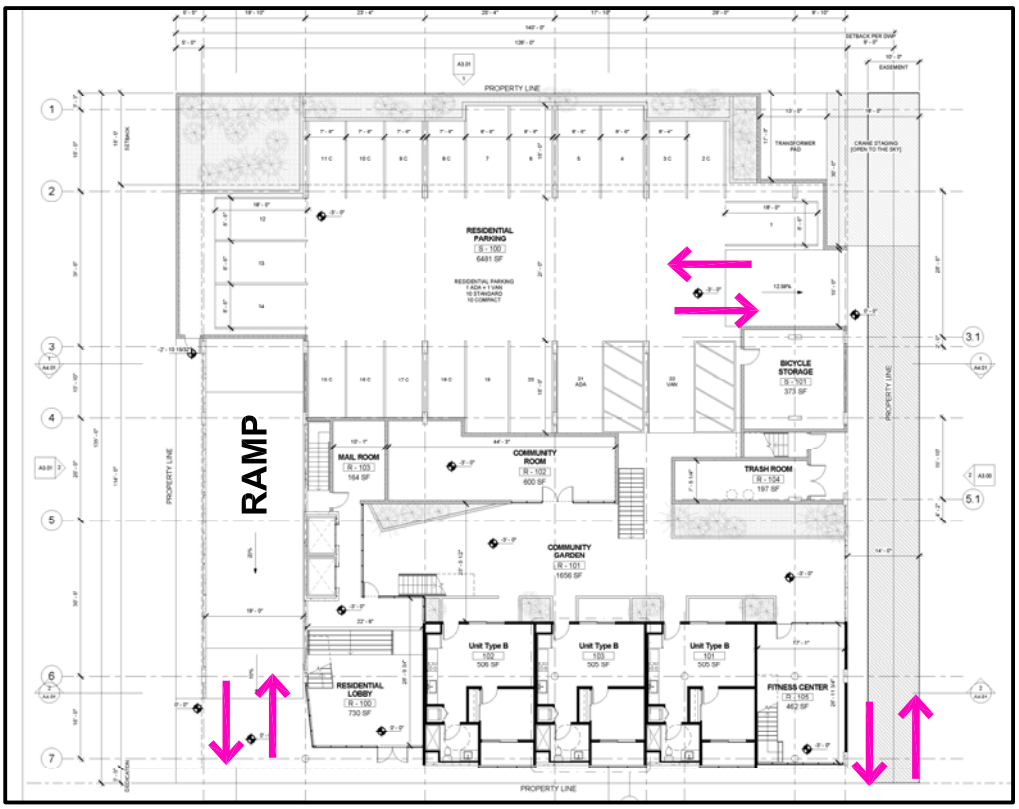
Bicycle parking for the project is established by the provisions of LA Code Section 12.21 A 16. The total bicycle parking being provided by the project is 86 spaces (78 long term and 8 short term bicycle spaces).

Access to the project will be via two driveways on Westwood Boulevard (one exclusive and one shared driveway).

Figure 2 illustrates the ground floor layout, vehicle access and circulation.



SITE PLAN - BASEMENT LEVEL



SITE PLAN - GROUND FLOOR

FIGURE 2

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PROJECT SITE PLAN

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Land Use

The project site is in the West Los Angeles Community Plan area. It is generally bounded by Centinela Avenue on the west, Wilshire Boulevard and Santa Monica Boulevard on the north, National Boulevard, Pico Boulevard, and Exposition Boulevard on the south, and Durango Avenue, Robertson Boulevard, and Canfield Avenue on the east.

The Community Plan area contains 4,565 acres approximately 1.74% of the City of Los Angeles. Major land uses within the plan area consists of 2,161 acres (47 %) of residential use, 314 acres (7 %) of commercial use, 283 acres (6 %) of industrial use, 278 acres (6 %) of public facilities and 343 acres (7.5 %) of open space. The project also lies within the West Los Angeles Transportation Improvement and Mitigation Specific Plan (TIMP) area. Appendix B contains the West Los Angeles community land use and TIMP maps.

Transportation Facilities

The nearest freeway serving the project site is the San Diego Freeway (I-405) which is located approximately 1/3 miles to the west via Olympic Boulevard. The 405 Freeway is a north - south freeway generally provides five - six mixed - flow lanes and one HOV lane in each direction with an average daily traffic volume of approximately 330,000 vehicles per day (ADT) near the Santa Monica Freeway (I-10). Current non - directional peak hour traffic volumes on the at this location are approximately 23,000 VPH north of the 10 Freeway and 35,500 VPH south of the 10 Freeway.

The nearest project access from the 405 Freeway is provided via the Sawtelle Boulevard southbound off ramp at Tennessee Avenue, and northbound off ramp at Santa Monica Boulevard or National Boulevard. Project access to the 405 Freeway is provided at a southbound on ramp at National Boulevard or at Santa Monica Boulevard and via a northbound on ramp at Sepulveda Boulevard and Tennessee Avenue.

The Santa Monica Freeway (I-10) is approximately 1 mile to the south via Sepulveda Boulevard. The 10 Freeway is an east - west freeway generally provides four mixed - flow lanes westbound and 4 – 5 lanes eastbound near Overland Avenue with an average daily traffic volume of approximately 250,000 ADT east of the 405 Freeway and 200,000 ADT west of the 405 Freeway. Current non - directional peak hour traffic volumes on the 10 Freeway are approximately 16,000 VPH west of the 405 Freeway and 18,000 VPH east of the 405 Freeway.

Project access to and from the 10 Freeway is provided from an eastbound off ramp and westbound on ramp on Overland Avenue with an additional eastbound off ramp at National Boulevard just east of Overland Avenue. West of the 405 Freeway, additional 10 Freeway access is provided on Bundy Drive and on Centinela Avenue.

Pursuant to the City of Los Angeles Mobility Element, arterial roadways are designated Boulevards and Avenues. Boulevards represent the City's widest streets that typically provide regional access to major destinations; the roadway standard for a Boulevard I roadway (formerly a major highway class I) is a right - of - way of 136 feet and a roadway of 100 feet. A Boulevard II roadway (formerly a major highway class II) has a right - of - way width of 110 feet and a roadway width of 80 feet. Avenues may vary in their land use context, with some streets passing through both residential and commercial areas; the roadway standard for an Avenue I (formerly a secondary highway) roadway is a right - of - way width of 100 feet and a roadway width of 70 feet. Avenue II (formerly a secondary highway) roadway is a right - of - way width of 86 feet and a roadway width of 56 feet.

Non - arterial roadways connect arterial roadways to local residential neighborhoods or industrial areas. Non - arterial roadways are designated Collector or Local streets. The standard for a Collector street is a right - of - way width of 66 feet and a roadway width of 40 feet; and the standard for a Local street is a right - of - way width of 60 feet and a roadway width of 36 feet.

Key east - west streets providing access to the project area include Santa Monica Boulevard, Olympic Boulevard and Pico Boulevard. Key north - south streets serving the study area include Veteran Avenue and Westwood Boulevard and Overland Avenue.

Pico Boulevard is an east - west Avenue I roadway. The roadway provides two lanes in each direction and 2 - hour metered street parking during off - peak hours. On the northside of Pico Boulevard, on - street parking is not allowed between 4 pm - 7 pm to provide for a third westbound traffic lane. On the southside of Pico Boulevard, on - street parking is not allowed between 7 - 9 am and 4 - 7 pm when a third eastbound traffic lane is provided. Pico Boulevard is developed with commercial uses through the study area.

Santa Monica Boulevard is an east - west Boulevard II roadway. The roadway provides three lanes in each direction with a raised median island. Santa Monica Boulevard is a commercial street providing access to and from the Freeway and Century City and Beverly Hills.

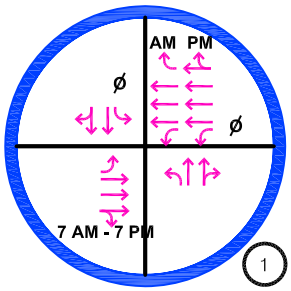
Westwood Boulevard is a north - south Avenue II roadway south of Santa Monica Boulevard and a Boulevard II roadway north of Santa Monica Boulevard. The roadway provides two lanes in each direction, median channelization and 2 - hour metered parking between 8 am - 6 pm on both sides of the roadway. Westwood Boulevard is zoned commercial north of Pico Boulevard and single - family residential south of Ayres Avenue / Blythe Avenue south of Pico Boulevard.

Olympic Boulevard is an east - west Boulevard II roadway. During the morning peak period, the roadway provides three lanes in each direction with a fourth lane westbound during the afternoon peak period. Olympic Boulevard is zoned single - family residential in the study area. West of the 405 Freeway, Olympic Boulevard is zoned for commercial and industrial uses.

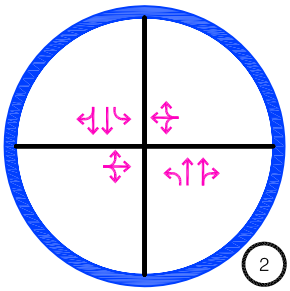
Veteran Avenue is a north - south single - family residential Collector roadway. The roadway provides one lane in each direction and on - street parking on the eastside only. Traffic signals and left - turn lanes are provided at its intersection with Pico Boulevard and Olympic Boulevard. An all -way stop exists at the intersection of Veteran Avenue and Tennessee Avenue. Neighborhood speed humps are in place between Pico Boulevard and Olympic Boulevard.

Overland Avenue is a north – south Collector roadway north of La Grange Avenue and a Modified Collector roadway south of La Grange Avenue. The roadway provides two lanes in each direction with left – turn channelization.

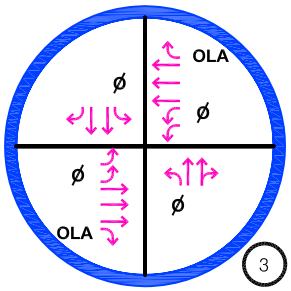
Figure 3 illustrates the study locations, type of intersection traffic control and lane configurations. Appendix C contains the City of Los Angeles street standards and recent photos of the study intersections.



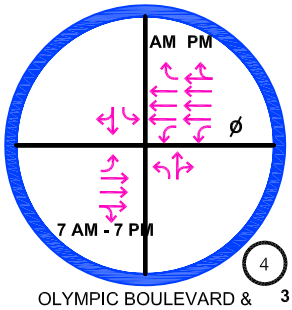
WESTWOOD BOULEVARD & OLYMPIC BOULEVARD 4 ø



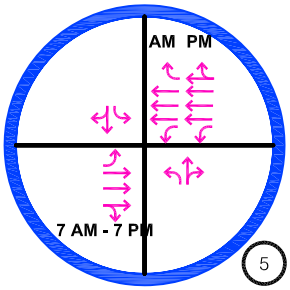
WESTWOOD BOULEVARD & LA GRANGE AVENUE 2 ø



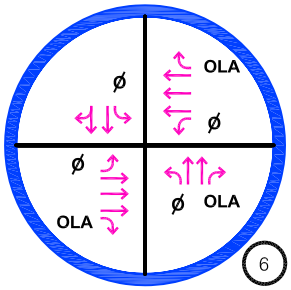
WESTWOOD BOULEVARD & SANTA MONICA BOULEVARD 4 ø



OLYMPIC BOULEVARD & OVERLAND AVENUE 3 ø



OLYMPIC BOULEVARD & VETERAN AVENUE 2 ø



PICO BOULEVARD & WESTWOOD BOULEVARD 4 ø

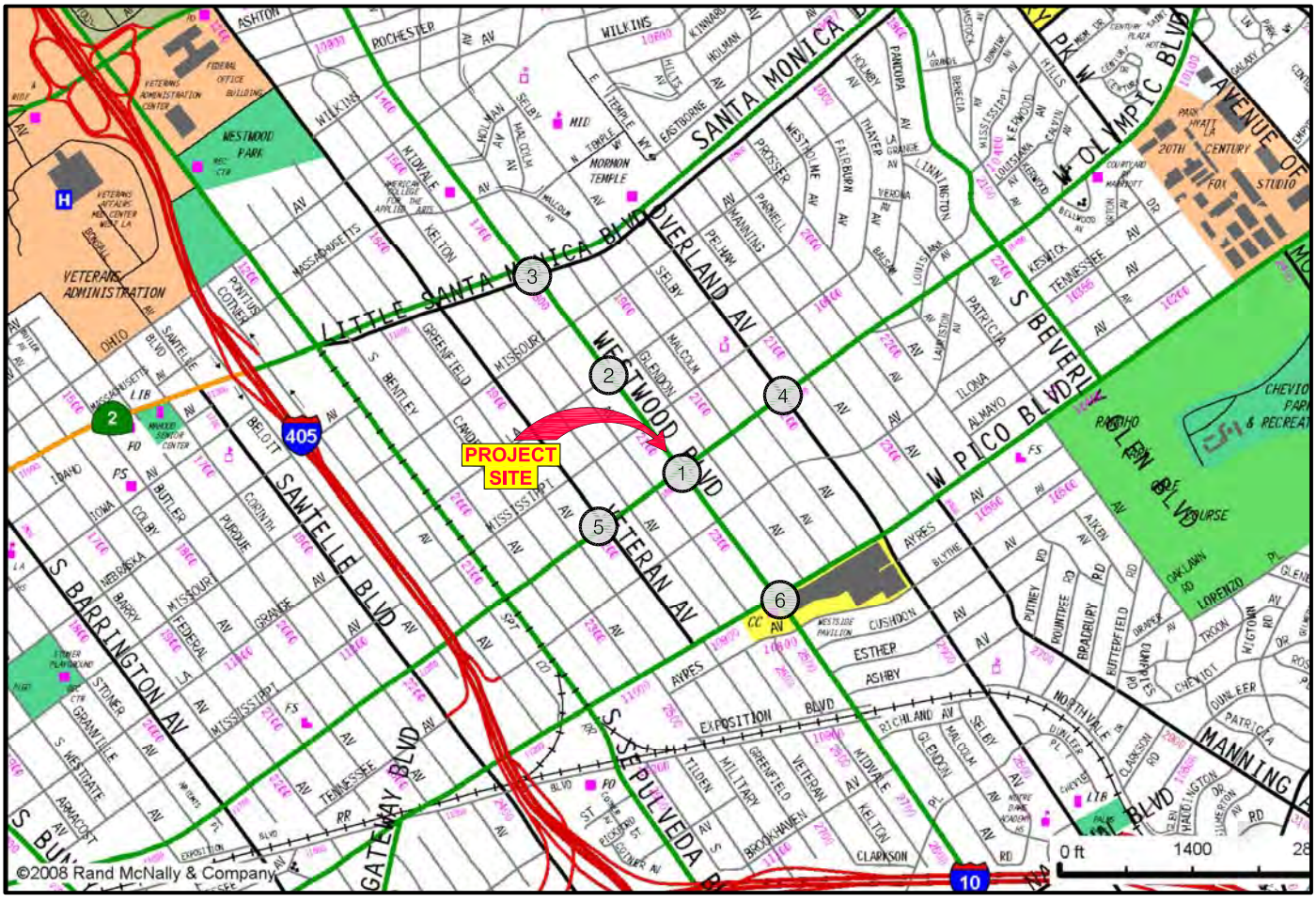


FIGURE 3

1/2019

STUDY INTERSECTION CHARACTERISTICS

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Transit Information

Public transportation in the study area is provided by the Metropolitan Transportation Authority (Metro) and the Cities of Santa Monica and Culver City.

Metro provides Metro Expo Line rail service between Downtown Los Angeles and Santa Monica. The Metro Expo Line Rail stations are located at the intersection of Sepulveda Boulevard and Exposition Boulevard, approximately 1 mile from the project site and at Exposition Boulevard and Westwood Boulevard, approximately 0.67 miles from the site.

Local and Rapid bus line service near the study area includes:

1. Santa Monica operates the Big Blue Bus Route 5 along Olympic Boulevard between Century City and Santa Monica with stops at several Metro Expo line stations.
2. Santa Monica operates the Big Blue Bus Route 7 between the Rimpau Transit Center and downtown Santa Monica primarily along Pico Boulevard.
3. Santa Monica operates the Big Blue Bus Rapid Route 7 along Route 7 but extends the route easterly to Koreatown.
4. Santa Monica operates the Big Blue Bus Route 8 from UCLA to Santa Monica along Westwood Boulevard in the study area with a stop at Westwood Boulevard and Pico Boulevard.
5. Santa Monica operates the Big Blue Bus Rapid Route 12 from UCLA Gateway Plaza to Palms (Washington Boulevard and Overland Avenue) along Westwood Boulevard in the study area with a stop at Westwood Boulevard and Pico Boulevard.
6. Culver City Bus operates Rapid Route 6 serving the UCLA Medical Plaza / Westwood / West LA / Mar Vista / Westchester and LAX along Sepulveda Boulevard.

The nearest project serving bus stops are located at Olympic boulevard and Westwood Boulevard approximately 300 feet south of the site. The transit route information is provided in Appendix D.

Complete Streets Mobility Networks (Vehicle, Bicycle, Transit and Neighborhood)

The recently adopted Mobility Plan Element establishes a layered network of street standards that are designed to emphasize mobility modes within the larger system. This approach maintains the primary function of the streets that exist but identifies streets for potential alternative transportation modes providing a range of options available when selecting the appropriate design elements. Street may be listed in several networks with the goal of selecting a variety of mobility enhancements.

Network layers have been created for the Complete Street Network that prioritizes a certain mode within each layer with the goal of providing better connectivity. The network layers are: Vehicle – Enhanced Network, Transit – Enhanced Network, Bicycle – Enhanced Network and Neighborhood – Enhanced Network. Definitions of these networks per the Complete Street Design Guidelines are provide below.

Vehicle – Enhanced Network (VEN) - The VEN includes a select number of arterials that carry high volume of traffic for long distance travel on corridors with freeway access. Moderate enhancements typically include technology upgrades and peak-hour restrictions for parking and turning movements. Comprehensive enhancements can include improvements to access management, all-day lane conversions of parking, and all-day turning movement restrictions or permanent access control.

- Olympic Boulevard between the Cities of West Hollywood and Santa Monica is designated vehicle enhanced street.

Transit – Enhanced Network (TEN) - The TEN is comprised of streets that prioritize travel for transit riders.

- Westwood Boulevard is designated a Moderate Transit Enhanced street - typically include bus stop enhancements and increased service, with transit vehicles continuing to operate in mixed traffic.

- Pico Boulevard is designated a Moderate Plus Transit Enhanced street - An upgraded enhancement would include an exclusive bus lane during the peak travel period only.
- Santa Monica Boulevard is designated Comprehensive Transit Enhanced Street - comprehensive enhancements typically include transit vehicles operating in an exclusive bus lane. meaning that it might ultimately receive a full-time bus lane but might initially receive only a bus lane in the peak period.

Bicycle – Enhanced Network (BEN) – The BEN is comprised of a network of low – stressed protected bike lanes (Tier 1) and bike paths prioritize bicycle travel by providing specific bicycle facilities and improvements. The BEN proposes bike facilities on arterial roadways with a striped separation. Tier 1 corresponding to protected bicycle lanes, and Tier 2 and Tier 3 bicycle lanes on arterial roads with a striped separation that are differentiated only by their potential implementation phasing - the difference between Tier 2 and Tier 3 implies probability that some lanes are not expected to be implemented by 2035.

The City of Los Angeles adopted a 2010 Bicycle Master Plan to encourage alternative modes of transportation throughout the City of Los Angeles. The Master Plan was developed to provide a network system that is safe and efficient to use in coordination with the vehicle and pedestrian traffic on the City street systems. The Master Plan has mapped out the existing, funded and potential future Bicycle Paths, Bicycle Lanes, and Bicycle Routes. Copies of the Bicycle Plan maps dated 2010 are provided in Appendix E. A brief definition of the bicycle facilities is provided below:

Bicycle Path – A bicycle path is facility that is separated from the vehicular traffic for the exclusive use of the cyclist (although sometimes combined with a pedestrian lane). The designated path can be completely separated from vehicular traffic or cross the vehicular traffic with right - of - way assigned through signals or stop signs.

- Exposition Boulevard is identified as a bike path.

Bicycle Lane – A bicycle lane is typically provided on street with a designated lane stripped on the street for the exclusive use of the cyclist. The bicycle lanes are occasionally curbside, outside the parking lane, or along a right turn lane at intersections.

- Santa Monica Boulevard west of Beverly Hills to Westwood Boulevard, Westwood Boulevard north of Santa Monica Boulevard are listed on the Bicycle Lane Network map as Tier 1 bicycle lanes.
- Sepulveda Boulevard, Westwood Boulevard, Pico Boulevard are listed on the Bicycle Lane Network map as Tier 3 bicycle lanes.

Bicycle Route – A bicycle route is a designated route in a cycling system where the cyclist shares the lane with the vehicle. Cyclist would follow the route and share the right - of - way with the vehicle.

Neighborhood Enhanced Network (NEN) - NEN is comprised of local streets intended to benefit from pedestrian and bicycle related safety enhancements for more localized travel of slower means of travel while preserving the connectivity of local streets to other enhanced networks. These enhancements encourage lower vehicle speeds, providing added safety for pedestrians and bicyclists.

- Missouri Avenue and La Grange Avenue are identified in NEN network map.

Pedestrian Enhanced District (PEDs)

In addition to these street networks, many arterial streets that could benefit from additional pedestrian features to provide better walking connections are identified as Pedestrian Enhanced Districts.

Several streets within the study area has been identified as in the pedestrian enhance district maps with the goal of providing a more attractive environment to promote walking for shorter trips. Adding pedestrian design features and street trees encourages people to take trips on foot instead of by car. This helps to reduce the volume of cars on the

road and emissions, increase economic vitality, and make the City feel like a more vibrant place.

The Pedestrian Enhanced Districts (PEDs) provided in the LA maps in Appendix E call out Overland Avenue, Westwood Boulevard, Olympic Boulevard, Santa Monica Boulevard and Pico Boulevard within the study area where pedestrian improvements on arterial streets could be prioritized to provide better walking connections to and from the major destinations within communities. Mobility Plan Element maps are included in Appendix E.

CHAPTER 4 PROJECT TRAFFIC

Project Traffic Generation

Traffic - generating characteristics of land uses have been studied by the Institute of Transportation Engineers (ITE). The results of the traffic generation studies have been published in Trip Generation, 10th Edition Handbook. This publication of traffic generation data has become the industry standard for estimating traffic generation for different land uses. In addition, LADOT has adopted traffic rates for affordable apartments and the West La Transportation Corridor Specific Plan provides afternoon peak hour traffic rates to be used when preparing traffic impact studies in the TIMP area. These trip rate for residential uses are shown below in Table 1.

Table 1
Project Trip Generation Rates
(ITE 10th Edition, LADOT & Coastal Specific Plan)

ITE Code	Description	Daily Traffic	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
221	Apartments (per unit)	5.44	26%	74%	0.36	61%	39%	0.49
LADOT	Affordable Apartments (per unit)	4.08	40%	60%	0.50	55%	45%	0.34

Note: PM Trip rates per West LA TIMP Specific Plan, Appendix A, and affordable rates per LADOT Transportation Impact Study guidelines, December 2016, Table 5 page 14.

Table 2 contains the project trip generation estimates using the Table 1 trip rates.

Table 2
Estimated Project Traffic Generation

ITE Code	Description	Size	Daily Traffic	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
	Proposed Project								
221	Apartments (per unit)	70 units	381	6	19	25	21	13	34
	Transit *	15%	(57)	(1)	(3)	(4)	(3)	(2)	(5)
LADOT	Affordable Apartments (per unit)	7 units	29	1	2	3	1	1	2
	Total Proposed without transit		410	7	21	28	22	14	36
	Total Proposed with transit		353	6	18	24	19	12	31

* Rapid BBB 12 Transit along Westwood Boulevard with stops at Olympic Boulevard and Westwood Boulevard.

As shown in Table 2, it is estimated that the project would generate 353 daily weekday vehicle trips with 24 morning peak hour trips and 31 afternoon peak hour trips.

Traffic Distribution and Trip Assignment

A primary factor affecting trip direction is the location of population and employment centers which would generate project trip origins and destinations. The estimated project directional trip distribution is also based on the study area roadway network and traffic flow patterns.

Figure 4 illustrates the estimated area wide project traffic distribution percentages as approved by LADOT. Figure 5 shows the estimated project traffic percentages at each of the study intersections for the project.

Figure 6 and 7 illustrate the estimated project traffic at each intersection for the am and pm peak hour, respectively. This estimated assignment of the project traffic flow provides the information necessary to analyze the potential traffic impacts generated by the project at the study intersections.

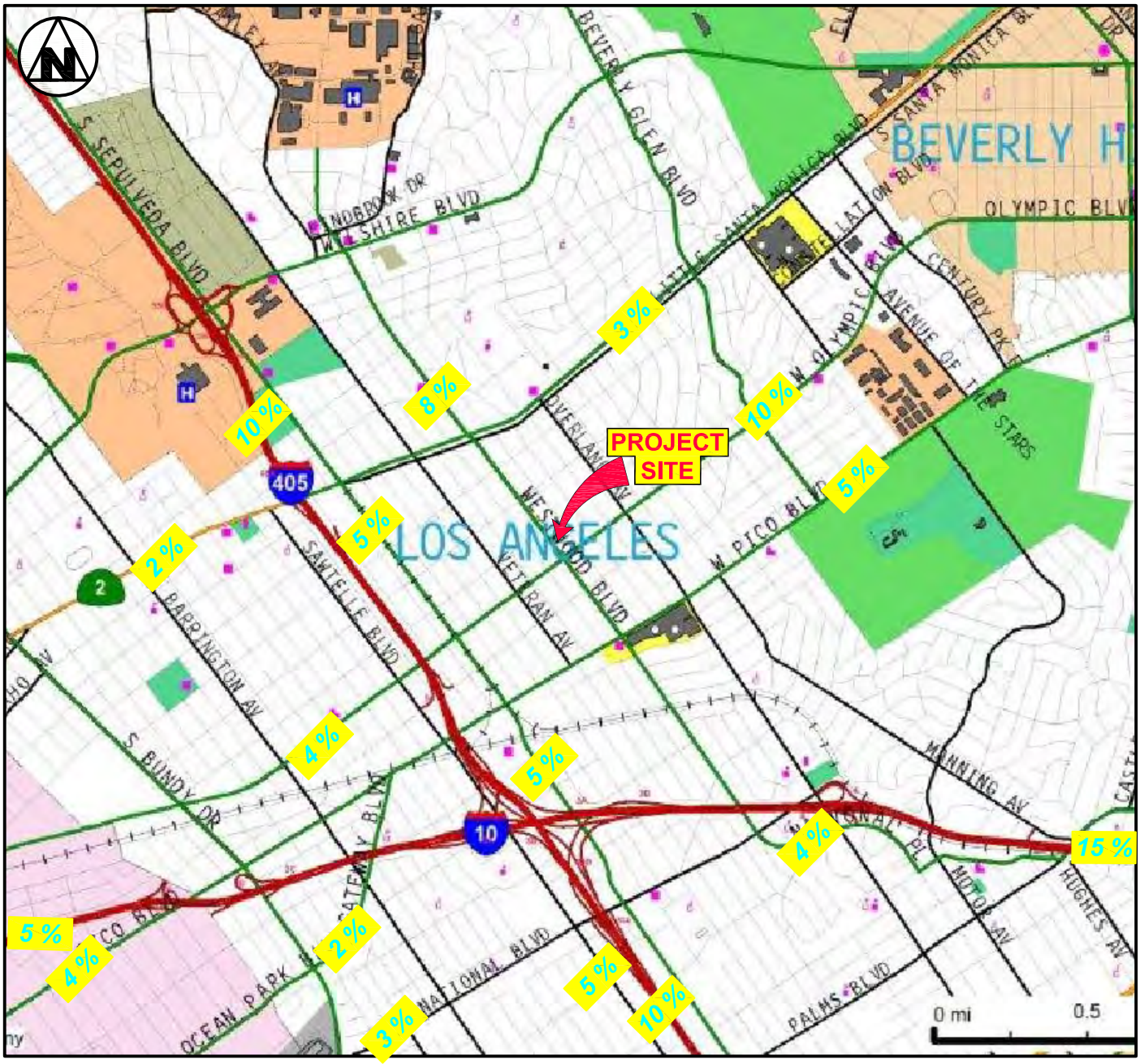
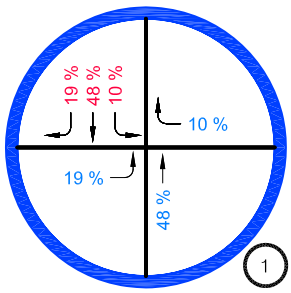


FIGURE 4

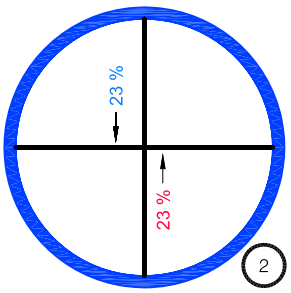
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PROJECT TRAFFIC DISTRIBUTION PERCENTAGES
AM / PM PEAK HOUR

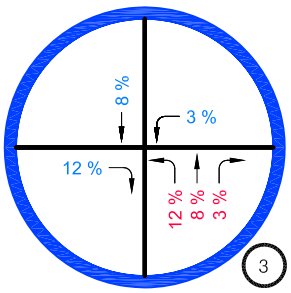
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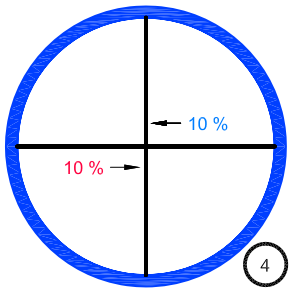
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OLYMPIC BOULEVARD



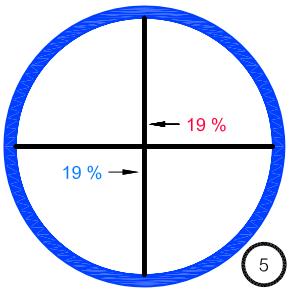
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LA GRANGE AVENUE



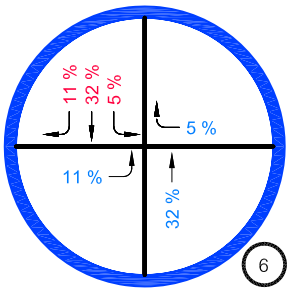
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SANTA MONICA BOULEVARD



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OVERLAND AVENUE



OLYMPIC BOULEVARD &
VETERAN AVENUE



PICO BOULEVARD &
WESTWOOD BOULEVARD

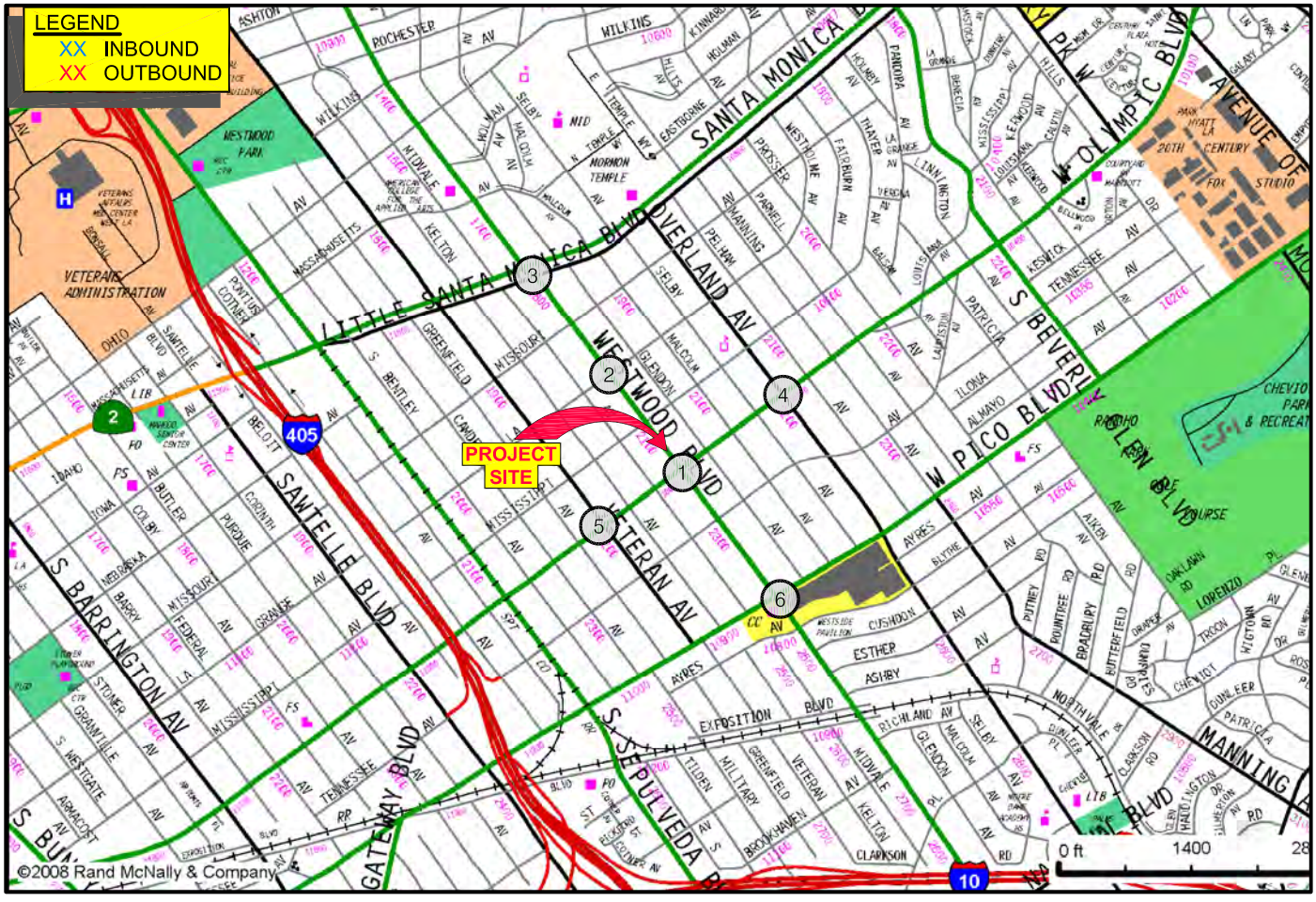
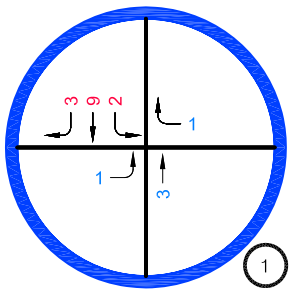


FIGURE 5

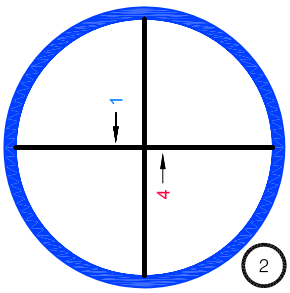
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PROJECT ASSIGNMENT PERCENTAGES
AM / PM PEAK HOURS

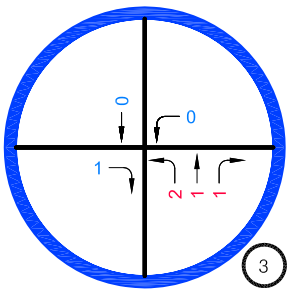
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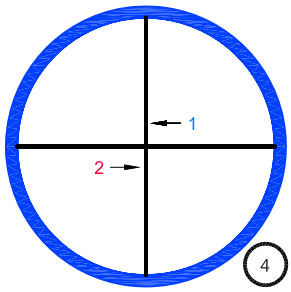
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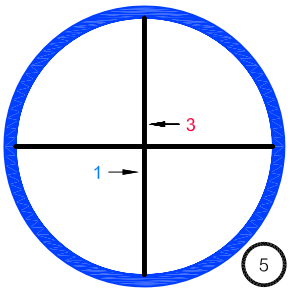
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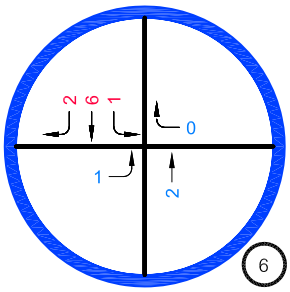
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OVERLAND AVENUE



OLYMPIC BOULEVARD &
VETERAN AVENUE



PICO BOULEVARD &
WESTWOOD BOULEVARD

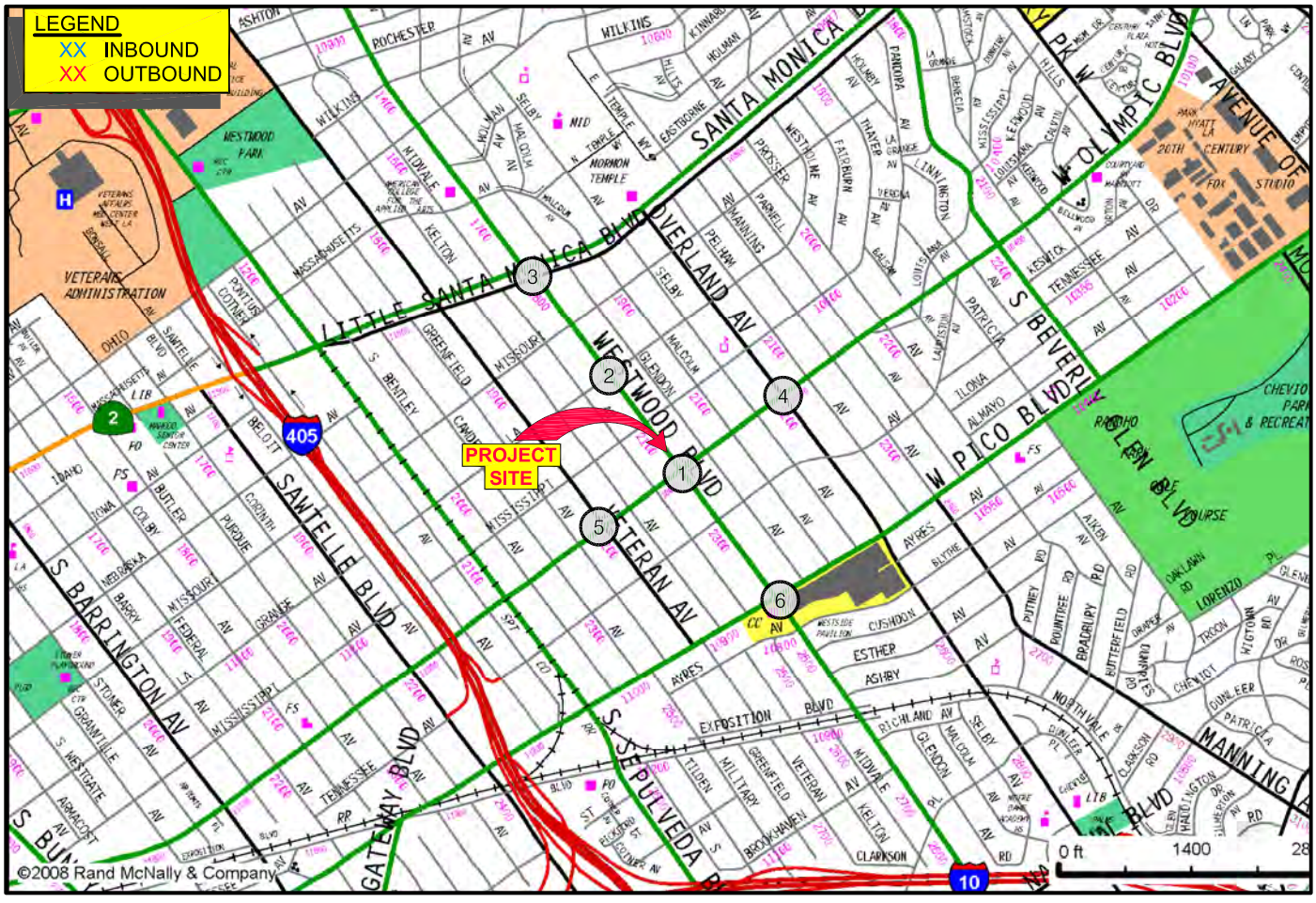
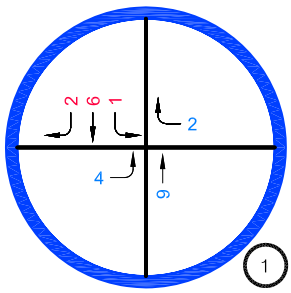


FIGURE 6

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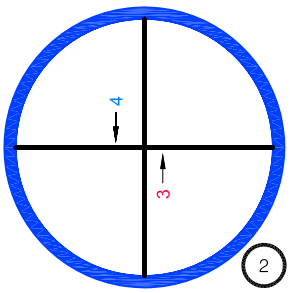
PROJECT TRAFFIC VOLUME ASSIGNMENT
AM PEAK HOUR

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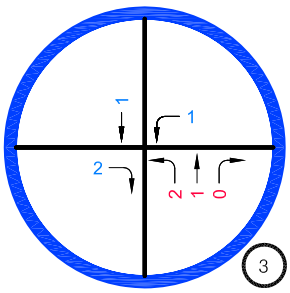
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OLYMPIC BOULEVARD



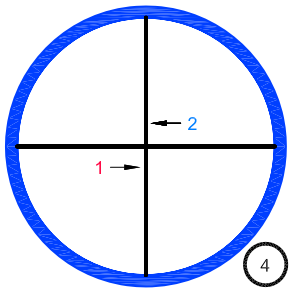
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WESTWOOD BOULEVARD &
LA GRANGE AVENUE



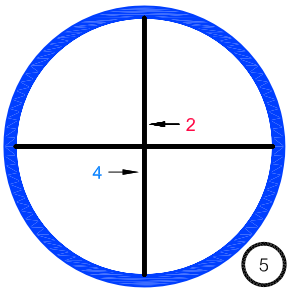
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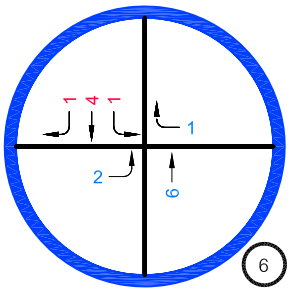
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OLYMPIC BOULEVARD &
OVERLAND AVENUE



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OLYMPIC BOULEVARD &
VETERAN AVENUE



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PICO BOULEVARD &
WESTWOOD BOULEVARD

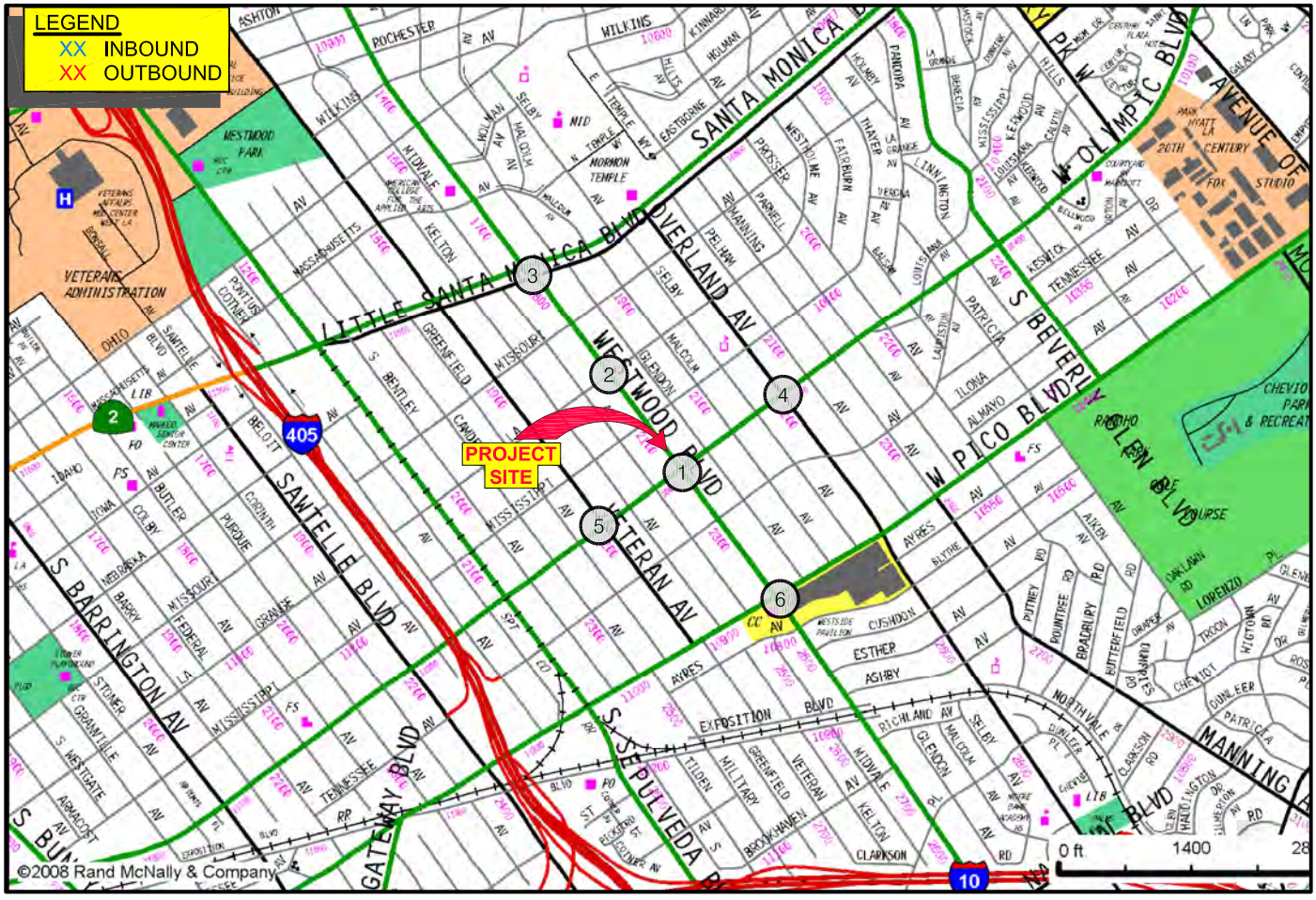


FIGURE 7

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PROJECT TRAFFIC VOLUME ASSIGNMENT
PM PEAK HOUR

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CHAPTER 5 TRAFFIC CONDITIONS ANALYSIS

Analysis of Existing Traffic Conditions

Pursuant to the LADOT's guidelines, the traffic conditions analysis was conducted using the Critical Movement Analysis (CMA) method. The study intersections were evaluated using this methodology pursuant to criteria established by the LADOT for signalized intersections. The existing peak hour traffic counts were used along with intersection lane configurations and traffic controls to determine the intersection's current operating condition.

The CMA procedure uses a ratio of the intersection's traffic volume to its capacity for rating an intersection's congestion level. The highest combinations of conflicting traffic volume (V) divided by the capacity (C) value represents the intersection V/C ratio. Intersection capacity represents the maximum volume of vehicles which has a reasonable expectation of passing through an intersection in one hour under typical traffic flow conditions. This volume-to-capacity (V/C) ratio defines the proportion of an hour necessary to accommodate all the traffic moving through the intersection assuming full capacity.

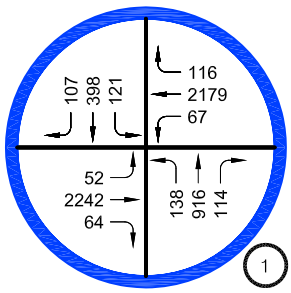
For planning purposes, the CMA ratio method provides an ideal means for quantifying intersection operating characteristics. For example, if an intersection has a CMA value of 0.70, the intersection is operating at 70% capacity with 30% of unused capacity.

Once the volume-to-capacity ratio has been calculated, operating characteristics are assigned a level of service grade (A through F) to estimate the level of congestion and stability of the traffic flow. The term "Level of Service" (LOS) is used by traffic engineers to describe the quality of traffic flow. Definitions of the LOS grades are shown in Table 3.

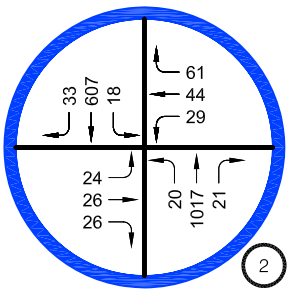
Table 3
Level of Service Definitions

Level of Service	Description of Operating Condition	Equivalent V/C
A	Free flow conditions with low traffic density.	0.000 - 0.600
B	A stable flow of traffic.	0.601 - 0.700
C	Light congestion but stable, occasional backups behind left-turning vehicles.	0.701 - 0.800
D	Approaching instability, drivers are restricted in freely changing lanes. Vehicles may be required to wait through more than one cycle.	0.801 - 0.900
E	At or near capacity with possible long queues for left-turning vehicles. Blockage of intersection may occur if traffic signal does not provide for protected turning movements.	0.901 - 1.000
F	Jammed conditions with stoppages of long duration.	> 1.000

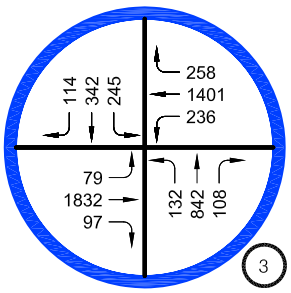
Existing peak hour traffic volumes at the study intersections are illustrated in Figure 8 for the morning peak hour and Figure 9 for the afternoon peak hour. Data collection worksheets of the peak hour counts are contained in Appendix F.



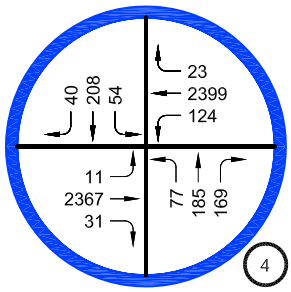
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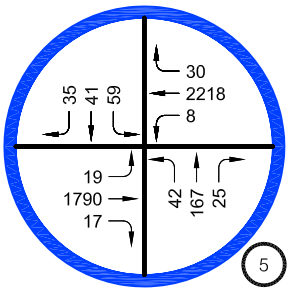
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LA GRANGE AVENUE



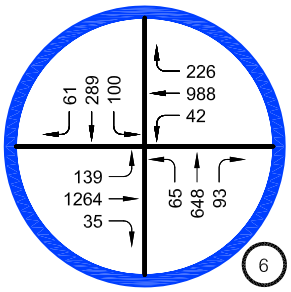
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SANTA MONICA BOULEVARD



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VETERAN AVENUE



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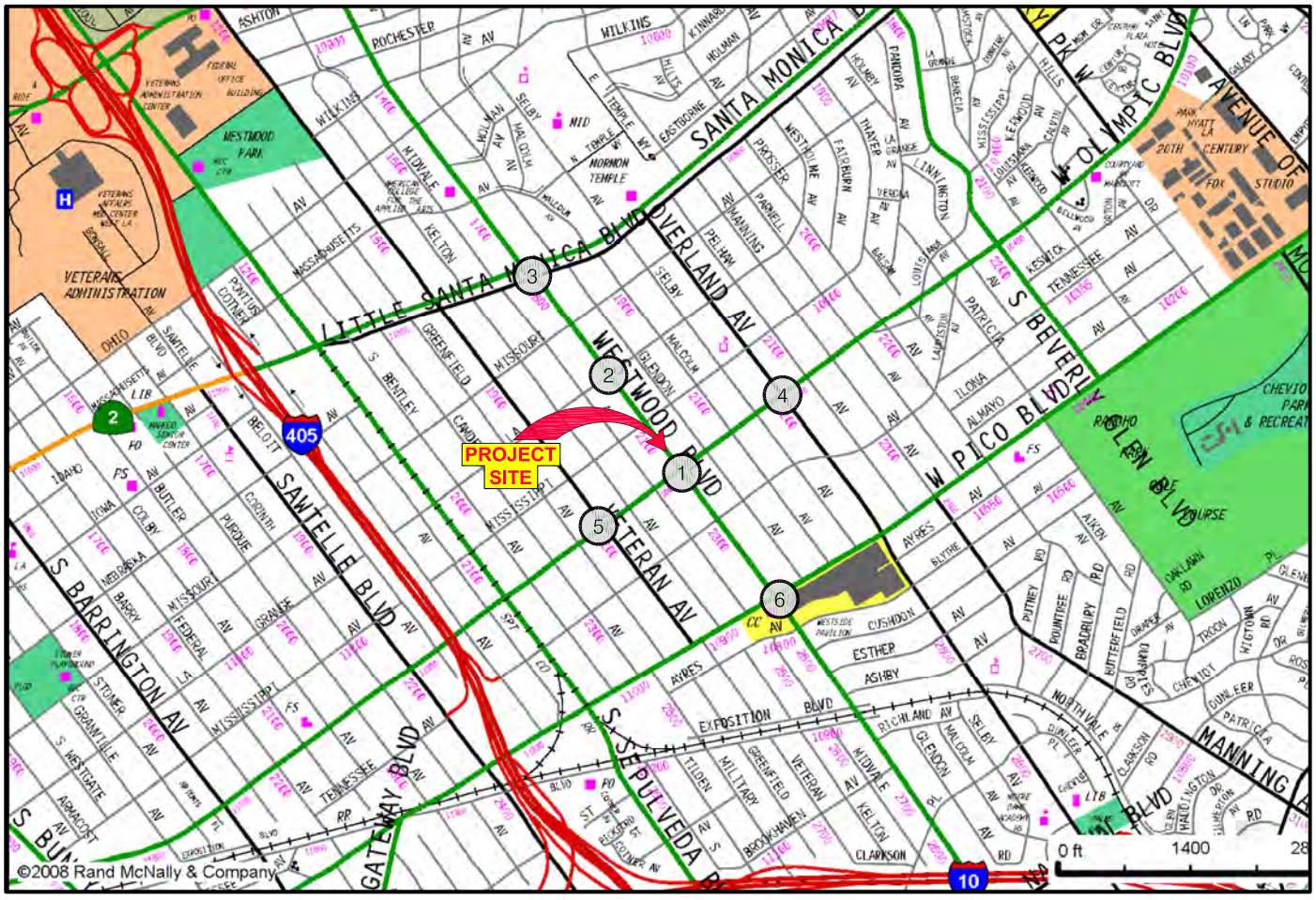
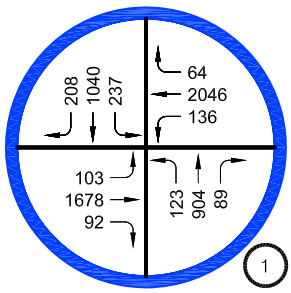


FIGURE 8

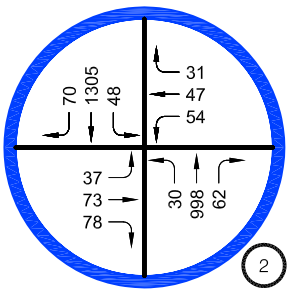
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EXISTING (2018) TRAFFIC VOLUMES
AM PEAK HOUR

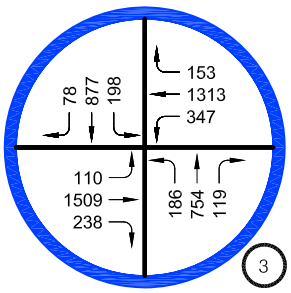
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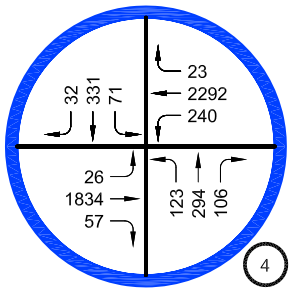
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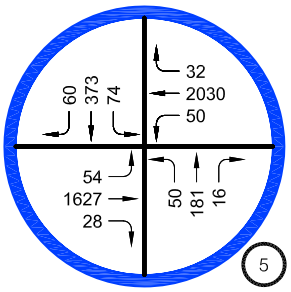
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LA GRANGE AVENUE



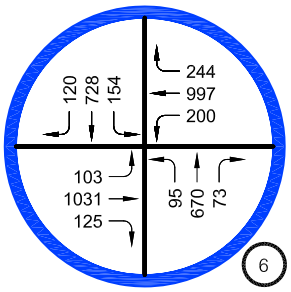
WESTWOOD BOULEVARD &
SANTA MONICA BOULEVARD



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OVERLAND AVENUE



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WESTWOOD BOULEVARD

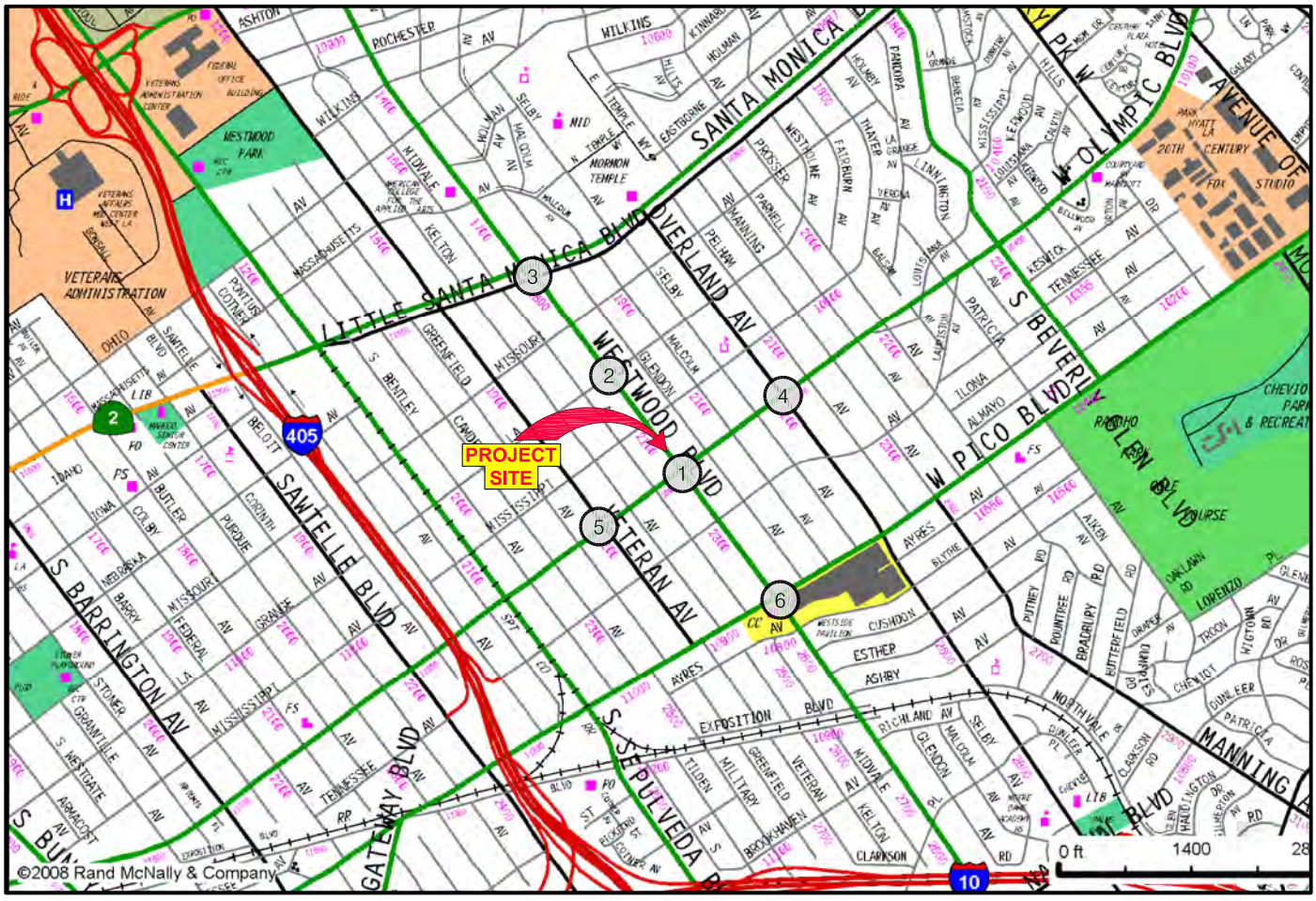


FIGURE 9

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EXISTING (2018) TRAFFIC VOLUMES
PM PEAK HOUR

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By applying the CMA procedures to the intersection data, the V/C values and the corresponding Levels of Service (LOS) for existing traffic conditions were determined. The existing LOS values are summarized in Table 4. Supporting capacity worksheets are contained in Appendix H of this report.

Table 4
Existing Traffic Conditions Summary

No.	Intersection	AM Peak Hour V/C	AM Peak Hour LOS	PM Peak Hour V/C	PM Peak Hour LOS
1.	Westwood Boulevard & Olympic Boulevard	0.971	E	0.971	E
2.	Westwood Boulevard & La Grange Avenue	0.363	A	0.540	A
3.	Westwood Boulevard & Santa Monica Boulevard	0.963	E	0.867	D
4.	Olympic Boulevard & Overland Avenue	0.834	D	0.852	D
5.	Olympic Boulevard & Veteran Avenue	0.573	A	0.623	B
6.	Pico Boulevard & Westwood Boulevard	0.549	A	0.673	B

Analysis of Existing + Project Traffic Conditions

Traffic volume projections have been developed to analyze the existing traffic conditions after completion of the proposed project. The project's traffic impact has been calculated by adding the project traffic volumes to the existing traffic volume.

Comparing the changes in the traffic conditions (i.e., V/C ratio) between the without and with project traffic volume scenarios provides the information necessary to determine if the project traffic volume creates a significant traffic impact which would require traffic mitigation. According to the traffic impact standards provided by the LADOT, a traffic impact is considered significant if the related increase in the V/C ratio value equals or exceeds the thresholds shown below in Table 5.

Table 5
City of Los Angeles Significant Traffic Impact Criteria

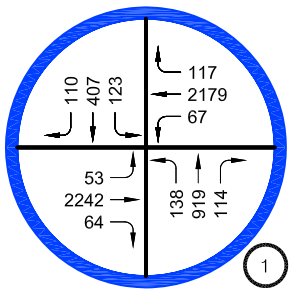
LOS	Final V/C Value	Increase in V/C Value
C	0.701 - 0.800	equal to or greater than 0.040
D	0.801 - 0.900	equal to or greater than 0.020
E and F	> 0.900	equal to or greater than 0.010

By applying the CMA procedures, the V/C ratios and the corresponding LOS for "existing + project" traffic conditions were determined for each intersection. The V/C intersection ratios and the corresponding LOS values for the "Existing + Project Traffic Impact Analysis" are summarized in Table 6 which indicates no significant project traffic impacts.

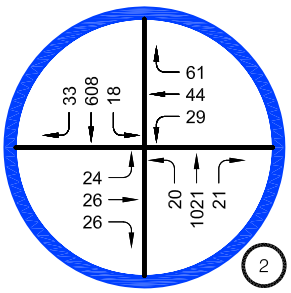
Table 6
Existing + Project Traffic Conditions

No.	Intersection	Peak Hour	Existing CMA	Existing LOS	Existing + Project CMA	Existing + Project LOS	Impact	Significant Impact
1	Westwood Boulevard and	AM	0.971	E	0.973	E	+ 0.002	NO
	Olympic Boulevard	PM	0.971	E	0.974	E	+ 0.003	NO
2	Westwood Boulevard and	AM	0.363	A	0.365	A	+ 0.002	NO
	La Grange Avenue	PM	0.540	A	0.541	A	+ 0.001	NO
3	Westwood Boulevard and	AM	0.963	E	0.963	E	+ 0.000	NO
	Santa Monica Boulevard	PM	0.867	D	0.867	D	+ 0.000	NO
4	Olympic Boulevard and	AM	0.834	D	0.835	D	+ 0.001	NO
	Overland Avenue	PM	0.852	D	0.852	D	+ 0.000	NO
5	Olympic Boulevard and	AM	0.573	A	0.573	A	+ 0.000	NO
	Veteran Avenue	PM	0.623	B	0.624	B	+ 0.001	NO
6	Pico Boulevard and	AM	0.549	A	0.551	A	+ 0.002	NO
	Westwood Boulevard	PM	0.673	B	0.675	B	+ 0.002	NO

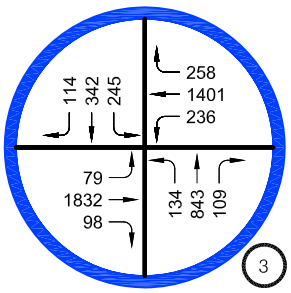
Existing + project peak hour traffic volumes at the study intersections are illustrated in Figure 10 for the morning peak hour and Figure 11 for the afternoon peak hour.



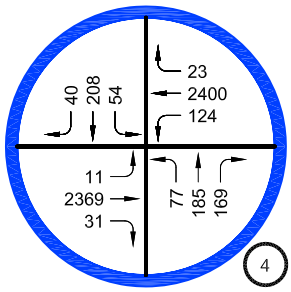
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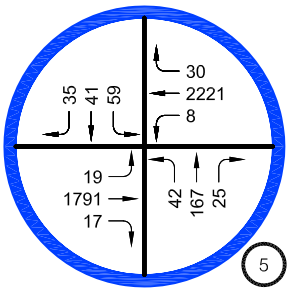
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LA GRANGE AVENUE



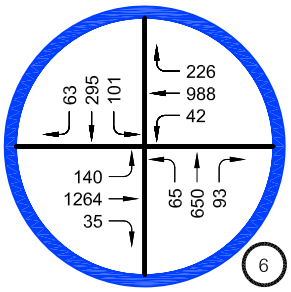
WESTWOOD BOULEVARD &
SANTA MONICA BOULEVARD



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OVERLAND AVENUE



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VETERAN AVENUE



PICO BOULEVARD &
WESTWOOD BOULEVARD

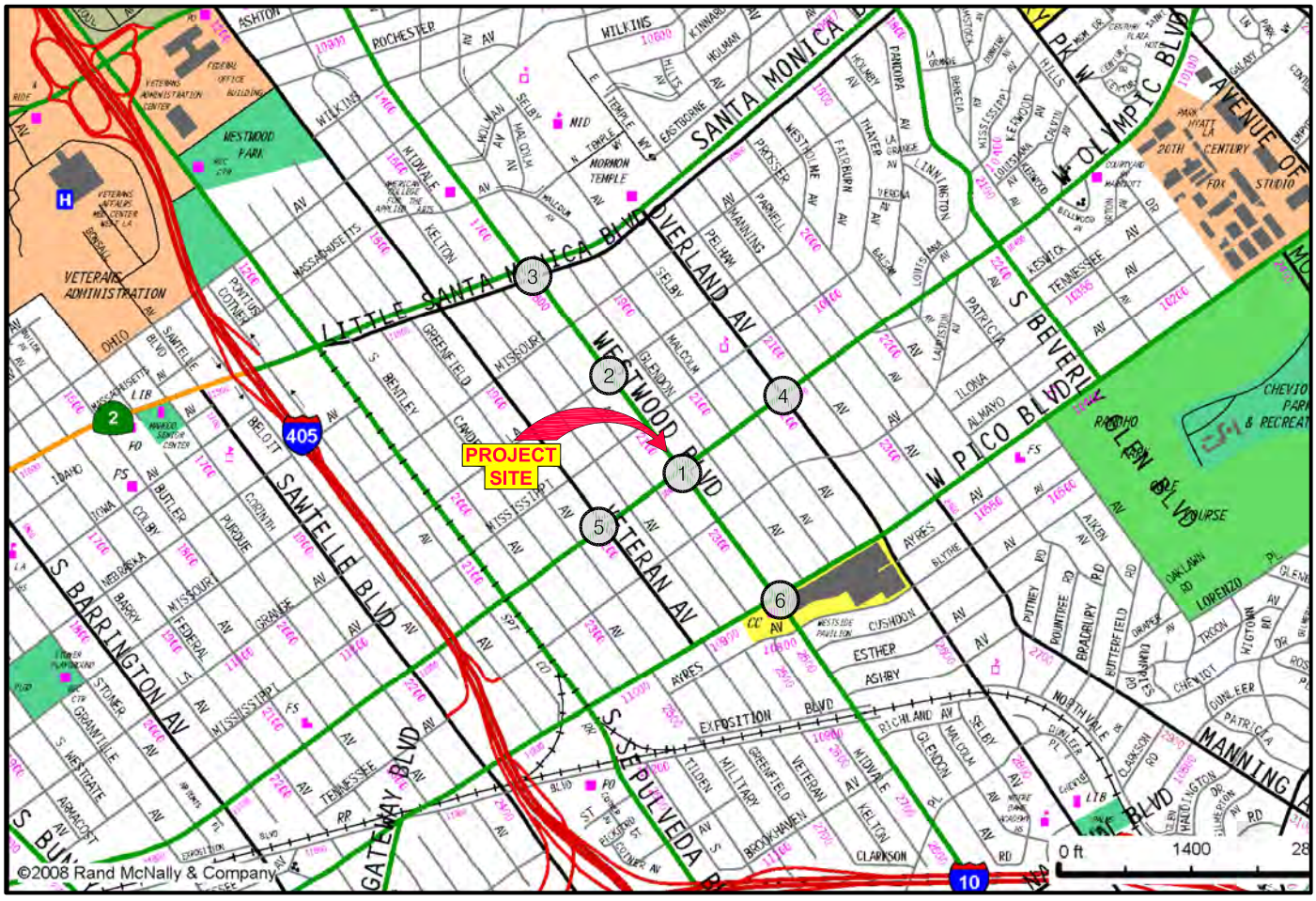
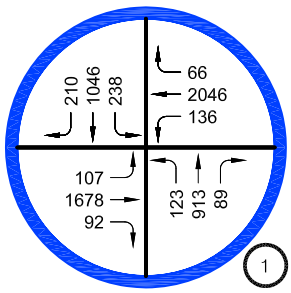


FIGURE 10

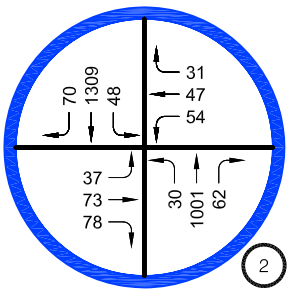
10/2018

EXISTING + PROJECT TRAFFIC VOLUMES
AM PEAK HOUR

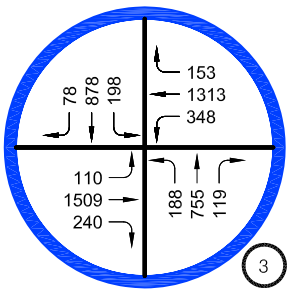
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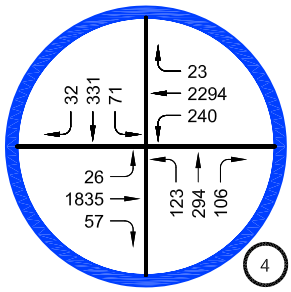
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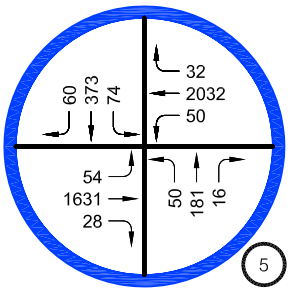
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LA GRANGE AVENUE



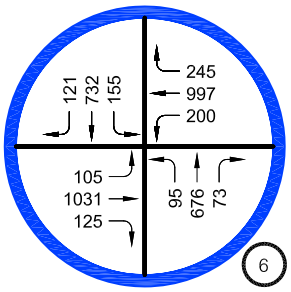
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OLYMPIC BOULEVARD &
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PICO BOULEVARD &
WESTWOOD BOULEVARD

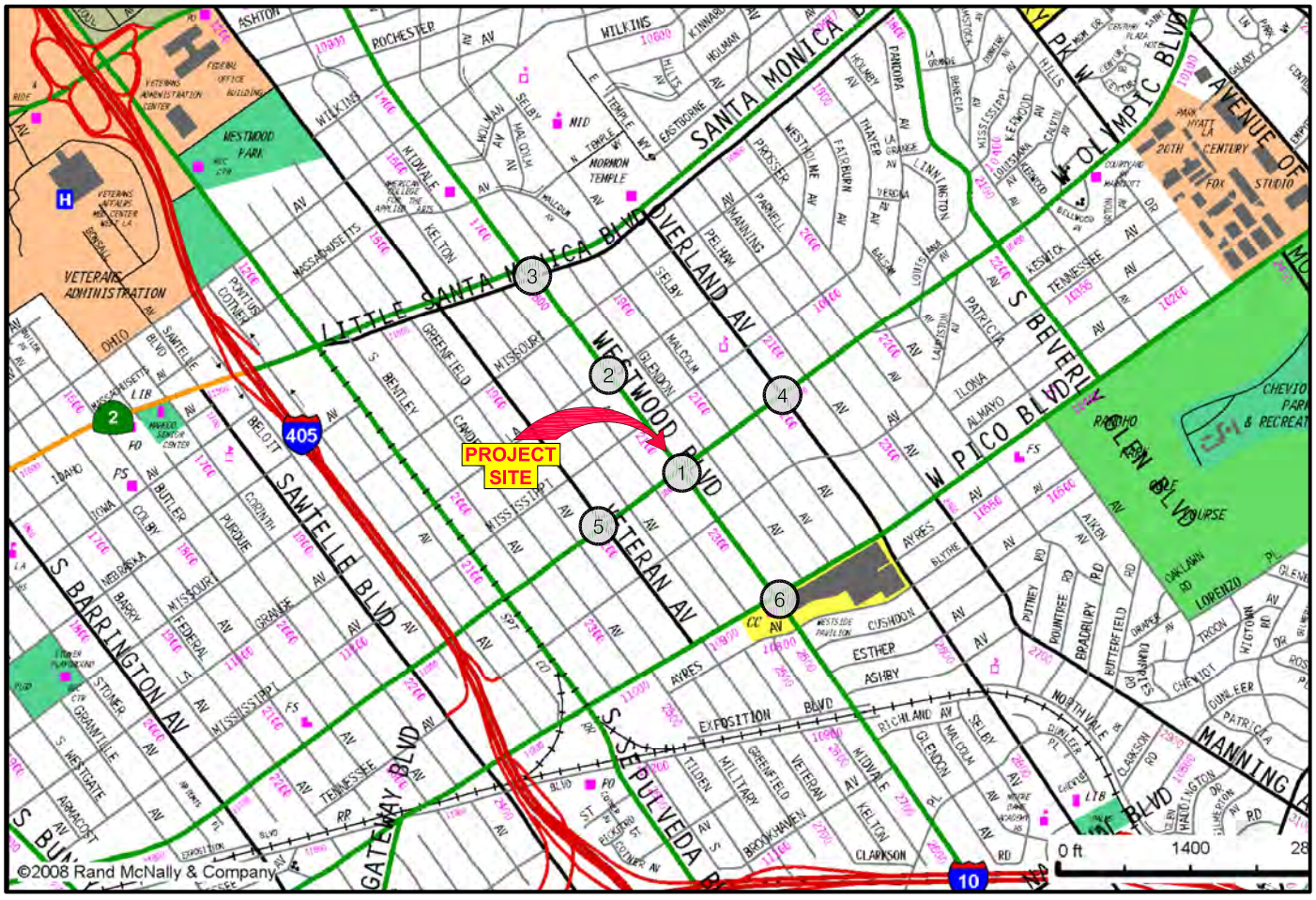


FIGURE 11

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EXISTING + PROJECT TRAFFIC VOLUMES
PM PEAK HOUR

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Analysis of Future Traffic Conditions

Future traffic volume projections have been developed to analyze the cumulative traffic conditions after completion of other planned land developments including the proposed project. Pursuant to the City of Los Angeles traffic impact guidelines, the following steps have been taken to develop the future cumulative traffic volume estimates:

(a) Existing traffic + ambient traffic growth (1% per year)
(b) Traffic in (a) + related project traffic (without project scenario);
(c) Traffic in (b) with the proposed project traffic (with project scenario);
(d) Traffic in (c) + any proposed traffic mitigation, if necessary.

The future includes other development projects located within the study area that are either under construction or planned. As part of this analysis, the related project information was obtained from the City of Los Angeles Department of Transportation, Department of City Planning and on-line research. It should be noted that this project, or any actions taken by the City regarding this project, does not have a direct bearing on these other proposed related projects.

Table 7 provides the description of the related projects used in this analysis. To evaluate future traffic conditions with related projects, estimates of the peak hour trips generated by the related projects were developed. The locations of the forty - nine (49) related projects used in this study are shown in Figure 12. Appendix G contains the related project traffic flow maps and the potential increase in traffic from the related projects.

Future baseline cumulative “without project” peak hour traffic volume estimates are shown in Figures 13 and 14 for the morning and afternoon peak hours, respectively.

Table 7
Related Project Descriptions

No	Location	Size		Description
1	3115 Sepulveda Boulevard	28,000	sf	Retail
		138	units	Condominiums
2	11122 Pico Boulevard	566	units	Apartments
		72	units	Senior Housing
		100,000	sf	Retail
		10,000	sf	Local Retail
		50,000	sf	Supermarket
3	11800 Santa Monica Boulevard	150	units	Apartments
		30,000	sf	Discount Store
		5,000	sf	Restaurant
		5,000	sf	Retail
4	11752 Santa Monica Boulevard	154	units	Apartment
		15,000	sf	Retail
5	11674 Santa Monica Boulevard	166	units	Apartment
		55,000	sf	Supermarket
6	11628 Pico Boulevard	71	units	Apartments
		3,600	sf	Retail
7	10330 W. Bellwood Avenue	24,000	sf	Medical Office
		128	units	Assisted Living
8	11421 W. Olympic Boulevard	89	units	Apartments
		6,030	sf	Retail
9	12101 W. Olympic Boulevard	7,333	sf	Restaurant
		516	units	Apartments
		45,000	sf	Grocery
		4,000	sf	General Retail
		4,000	sf	Quality Restaurant
		4,000	sf	High Turnover Restaurant
		10,000	sf	Fast Food Restaurant
		200,000	sf	Creative Office
		(99,399)	sf	Removal of Auto Dealership
10	11460 W. Gateway Boulevard	129	units	Condominiums
11	11355 W. Olympic Boulevard	115,000	sf	Office
		5,000	sf	Restaurant
12	1855 S Westwood Boulevard	30	units	Apartments
13	12414 W. Exposition Boulevard	80,000	sf	Office

Table 7 (cont'd)
Related Project Descriptions

No	Location	Size		Description
14	11671 W. National Boulevard	28	units	Apartments
15	11916 W. Pico Boulevard	100	units	
		2,900	sf	Restaurant
16	2231 S. Barrington Avenue	9,731	sf	Office
		6,904	sf	Restaurant
		2,750	sf	Catering
17	3505 Sepulveda Boulevard	1,080	sf	Coffee shop with drive thru
18	3443 Sepulveda Boulevard	409	units	Apartments
		14,400	sf	Retail
		6,000	sf	Restaurant
19	10400 Santa Monica Boulevard	96	units	Apartments
20	10201 W. Pico Boulevard	1.1 Million	sf	Studio Related
21	1736 S. Sepiulveda Boulevard	7,600	sf	Retail
22	2025 Avenue of the Stars	309	units	Condominiums
	Net existing hotel	394	room	Hotel
		14,000	sf	Spa Fitness
		7,711	sf	Restaurant
		85,175	sf	Retail
23	1950 Avenue of the Stars	725,830	sf	Office
		1,300	sf	Transit Hub
		4,120	sf	Retail
24	12300 - 12328 W. Pico Boulevard	65	units	Apartments
		1,740	sf	Retail
25	1947 Sawtelle Boulevard	88	units	Apartments
		7,700	sf	Retail
26	11272 Nebraska Avenue	24	units	Apartments
27	1650 Sawtelle Boulevard	48	units	Apartments
28	12035 Wilshire Boulevard	81	units	Apartments
		7,500	sf	Retail
29	11965 Montana Avenue	49	units	Apartments
30	11811 San Vicente Boulevard	10,000	sf	Office
31	11950 W. Missouri Avenue	74	units	Apartments

Table 7 (cont'd)
Related Project Descriptions

No	Location	Size		Description
32	12431 Rochesster Avenue	50	units	Apartments
33	3008 Santa Monica Bouelvard	26	units	Apartments
34	2930 Colorado Avenue	374	units	Apartments
		25,000	sf	Retail
35	2834 Colorado Avenue	191,982	sf	Office
		9,000	sf	Retail
36	2901 Santa Monica Boulevard	60	units	Apartments
		5,100	sf	Retail
37	12001 W. Pico Boulevard	80	units	Apartments
		4,117	sf	Retail
38	11628 Santa Monica Boulevard	99	units	Apartments
39	11261 Santa Monica Boulevard	119	units	Apartments
40	10777 Wilshire Boulevard	56	units	Apartments
41	860 S. Devon Avenue	33	units	Apartments
42	10955 W. Wilshire Bouelvard	250	units	Apartmetns
43	UCLA Student Housing Master Plan	6,900	beds	Student Housing
44	10822 Wilshire Boulevard	176	beds	Senior Housing
45	11001 Pico Boulevard	89	units	Apartments
46	10534 W. Santa Monica Boulevard	37	units	Apartments
47	108700 Pico Boulevard	584,000	sf	Office
	Westside Pavilion	(584,000)	sf	Retail
	convert shopping center to office			
48	3030 Nebraska Avenue	176	units	Apartments
49	1779 Westwood Boulevard	71	units	Apartments
		6,200	sf	Retail

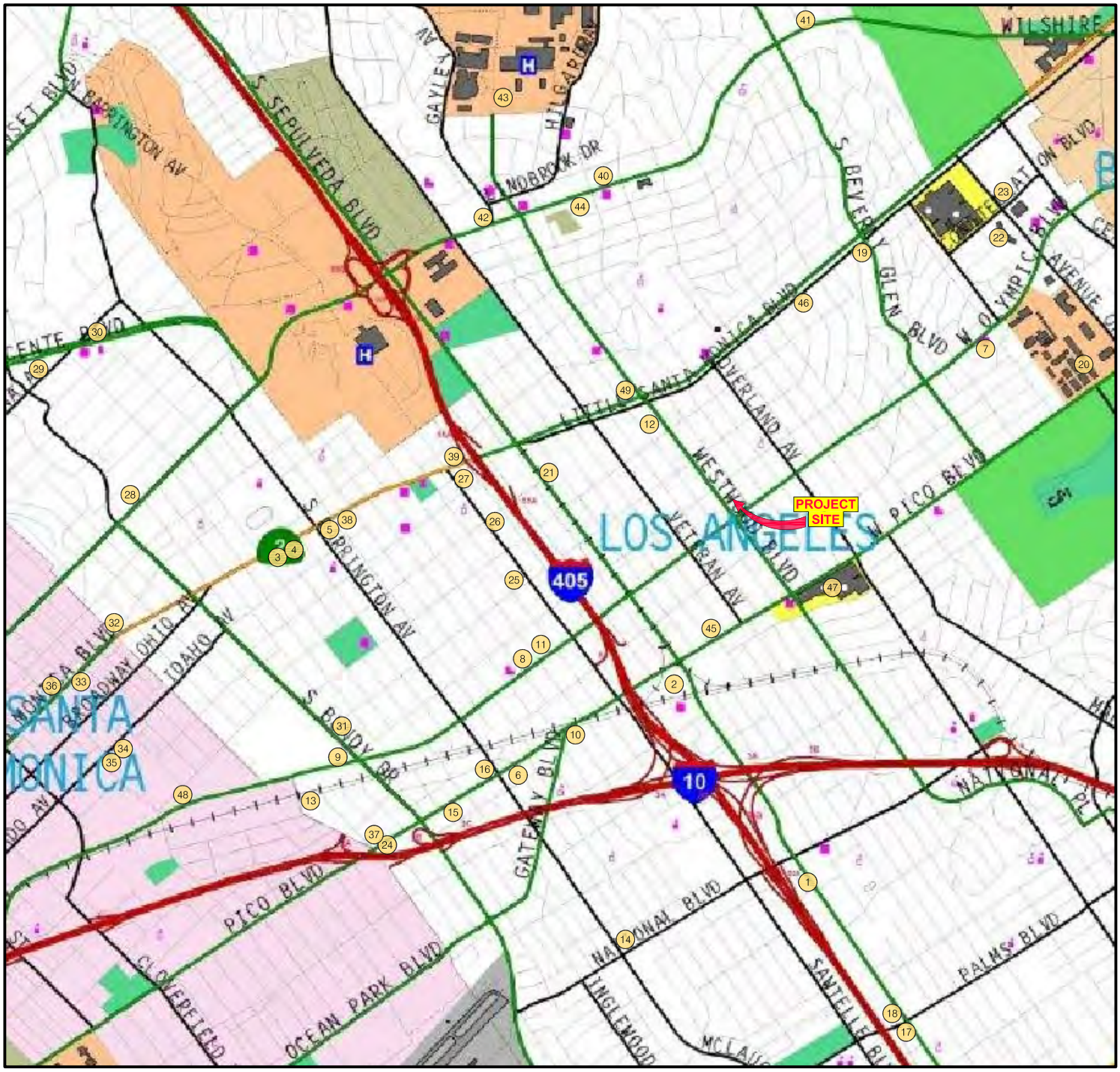
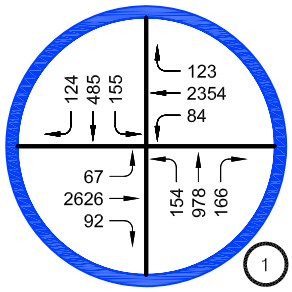


FIGURE 12

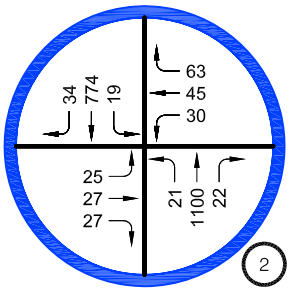
9/2018

RELATED PROJECT LOCATIONS

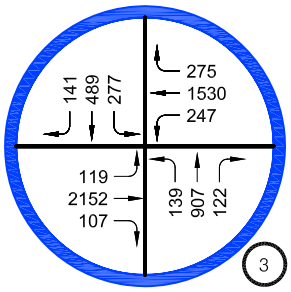
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(310) 545-1235 phone, liz@overlandtraffic.com



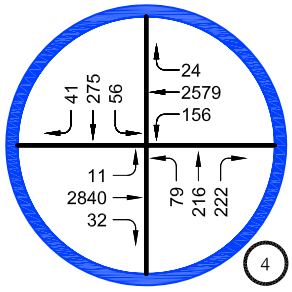
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OLYMPIC BOULEVARD



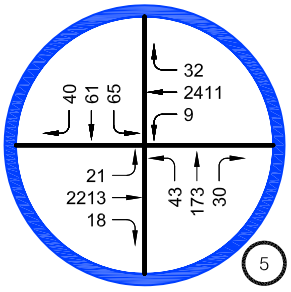
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LA GRANGE AVENUE



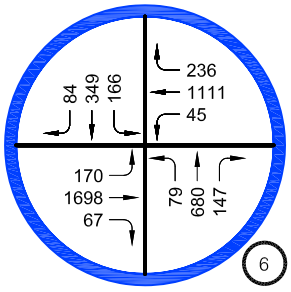
WESTWOOD BOULEVARD &
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OVERLAND AVENUE



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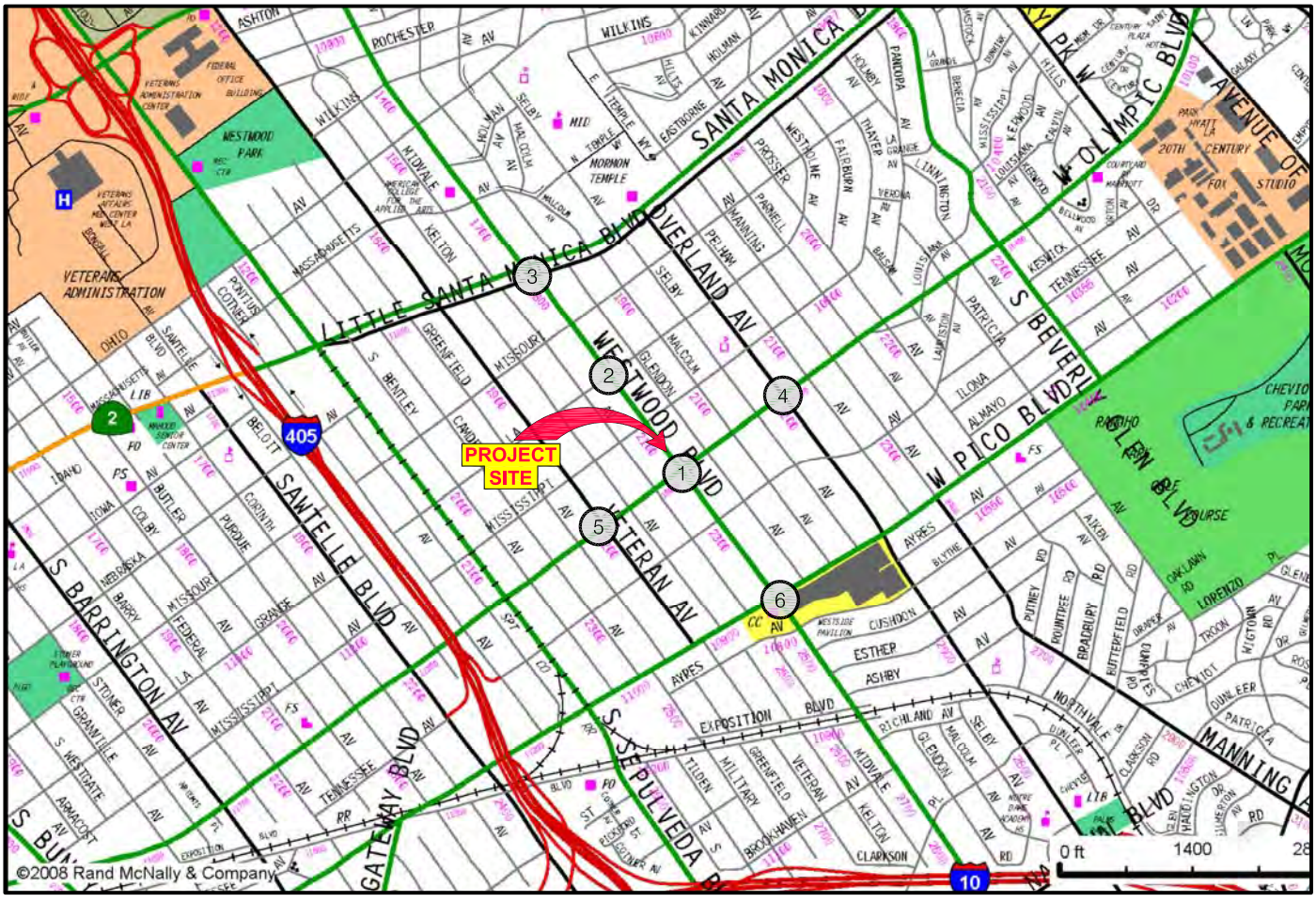
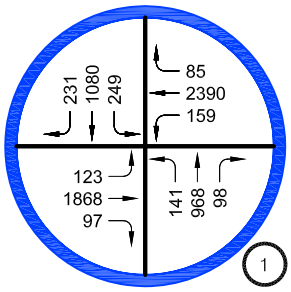


FIGURE 13

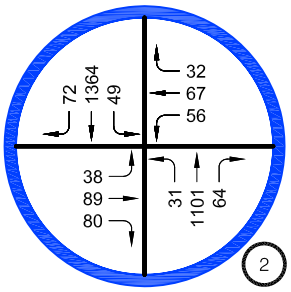
1/2019

FUTURE (2021) TRAFFIC VOLUMES
WITHOUT PROJECT
AM PEAK HOUR

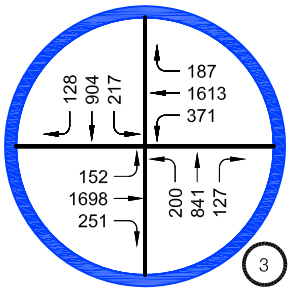
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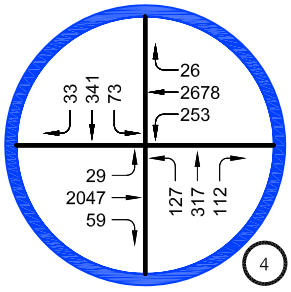
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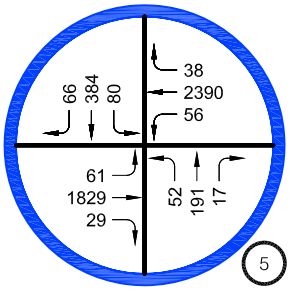
WESTWOOD BOULEVARD &
LA GRANGE AVENUE



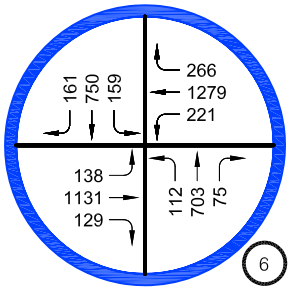
WESTWOOD BOULEVARD &
SANTA MONICA BOULEVARD



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OVERLAND AVENUE



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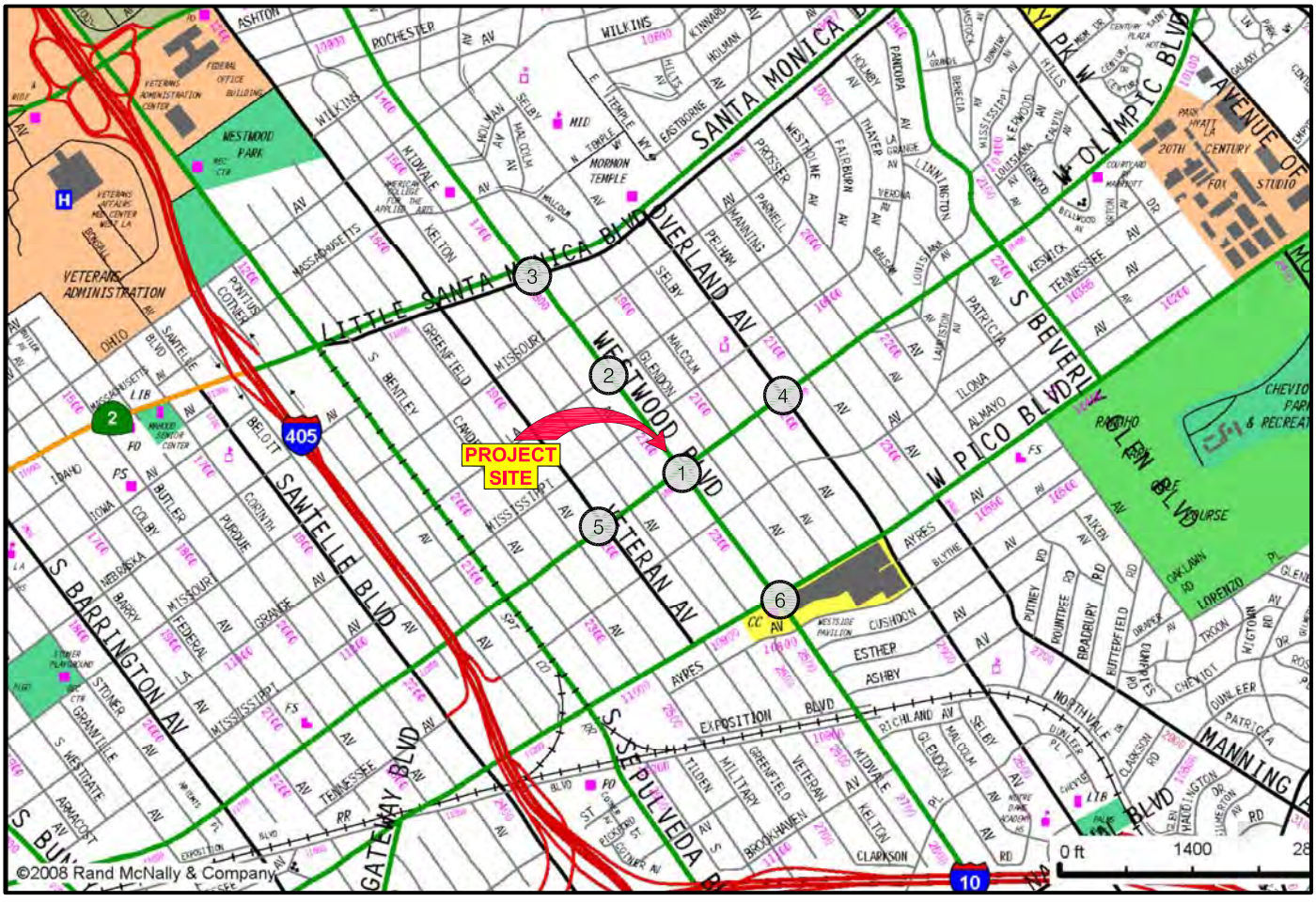


FIGURE 14

1/2019

FUTURE (2021) TRAFFIC VOLUMES
WITHOUT PROJECT
PM PEAK HOUR

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The future traffic conditions and cumulative traffic growth without the project are shown below in Table 8.

Table 8
Future Cumulative Traffic Conditions Without Project

No.	Intersection	Peak Hour	Existing CMA	Existing LOS	Future (2021) Without Project CMA	Future (2021) Without Project LOS
1	Westwood Boulevard and	AM	0.971	E	1.149	F
	Olympic Boulevard	PM	0.971	E	1.072	F
2	Westwood Boulevard and	AM	0.363	A	0.395	A
	La Grange Avenue	PM	0.540	A	0.575	A
3	Westwood Boulevard and	AM	0.963	E	1.096	F
	Santa Monica Boulevard	PM	0.867	D	0.970	E
4	Olympic Boulevard and	AM	0.834	D	1.028	F
	Overland Avenue	PM	0.852	D	0.922	E
5	Olympic Boulevard and	AM	0.573	A	0.629	B
	Veteran Avenue	PM	0.623	B	0.685	B
6	Pico Boulevard and	AM	0.549	A	0.712	C
	Westwood Boulevard	PM	0.673	B	0.748	C

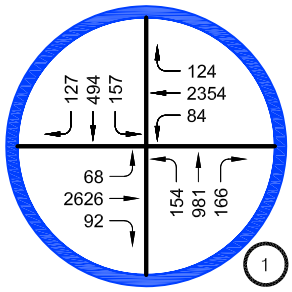
The results of the future LOS and project traffic impact analysis is provided in Table 9.

Table 9
Future Cumulative Traffic Conditions With Project

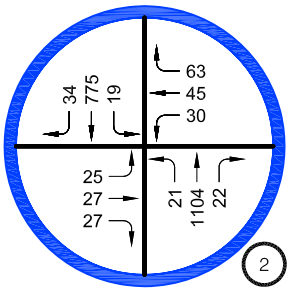
No.	Intersection	Peak Hour	Future (2021) Without Project		Future (2021) With Project			Significant Impact
			CMA	LOS	CMA	LOS	Impact	
1	Westwood Boulevard and	AM	1.149	F	1.152	F	+ 0.003	NO
	Olympic Boulevard	PM	1.072	F	1.075	F	+ 0.003	NO
2	Westwood Boulevard and	AM	0.395	A	0.397	A	+ 0.002	NO
	La Grange Avenue	PM	0.575	A	0.576	A	+ 0.001	NO
3	Westwood Boulevard and	AM	1.096	F	1.097	F	+ 0.001	NO
	Santa Monica Boulevard	PM	0.970	E	0.971	E	+ 0.001	NO
4	Olympic Boulevard and	AM	1.028	F	1.028	F	+ 0.000	NO
	Overland Avenue	PM	0.922	E	0.922	E	+ 0.000	NO
5	Olympic Boulevard and	AM	0.629	B	0.629	B	+ 0.000	NO
	Veteran Avenue	PM	0.685	B	0.686	B	+ 0.001	NO
6	Pico Boulevard and	AM	0.712	C	0.714	C	+ 0.002	NO
	Westwood Boulevard	PM	0.748	C	0.749	C	+ 0.001	NO

As shown in Table 9, none of the study intersections are impacted by project traffic volume using the significant impact criteria established by LADOT.

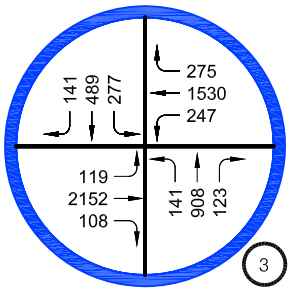
Future cumulative “with project” peak hour traffic volumes are shown in Figures 15 and 16 for the morning and afternoon, respectively. Appendix H contains the level of service worksheets.



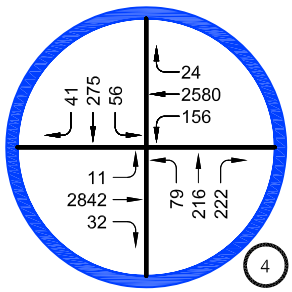
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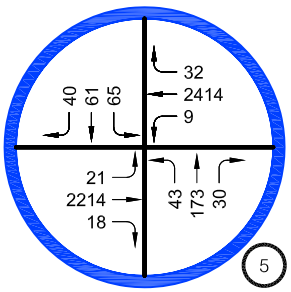
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LA GRANGE AVENUE



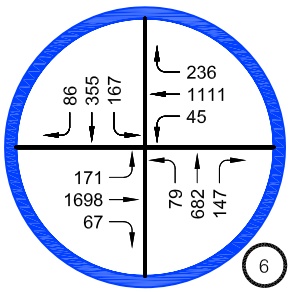
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OVERLAND AVENUE



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VETERAN AVENUE



PICO BOULEVARD &
WESTWOOD BOULEVARD

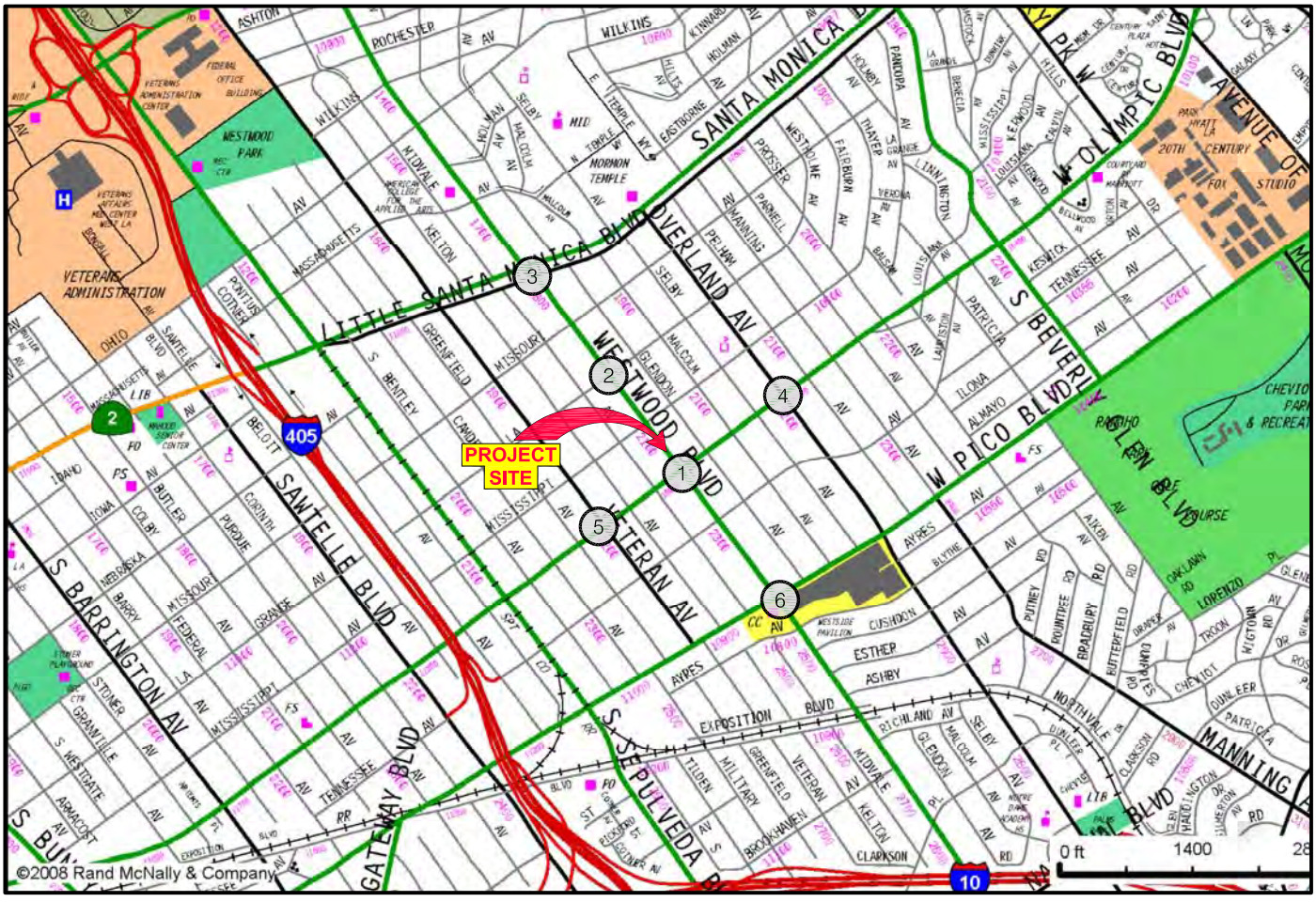
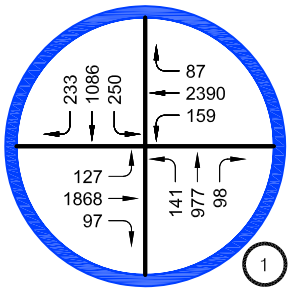


FIGURE 15

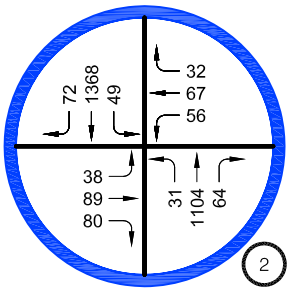
1/2019

FUTURE (2021) TRAFFIC VOLUMES
WITH PROJECT
AM PEAK HOUR

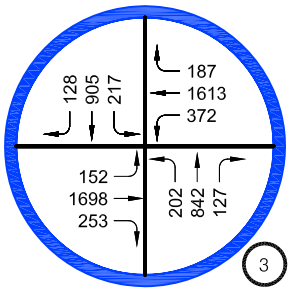
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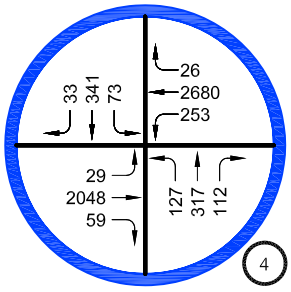
WESTWOOD BOULEVARD &
OLYMPIC BOULEVARD



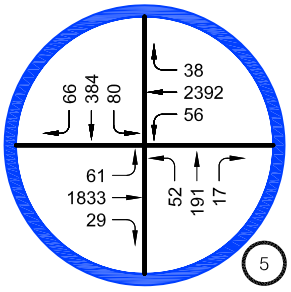
WESTWOOD BOULEVARD &
LA GRANGE AVENUE



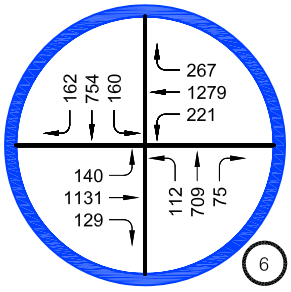
WESTWOOD BOULEVARD &
SANTA MONICA BOULEVARD



OLYMPIC BOULEVARD &
OVERLAND AVENUE



OLYMPIC BOULEVARD &
VETERAN AVENUE



PICO BOULEVARD &
WESTWOOD BOULEVARD

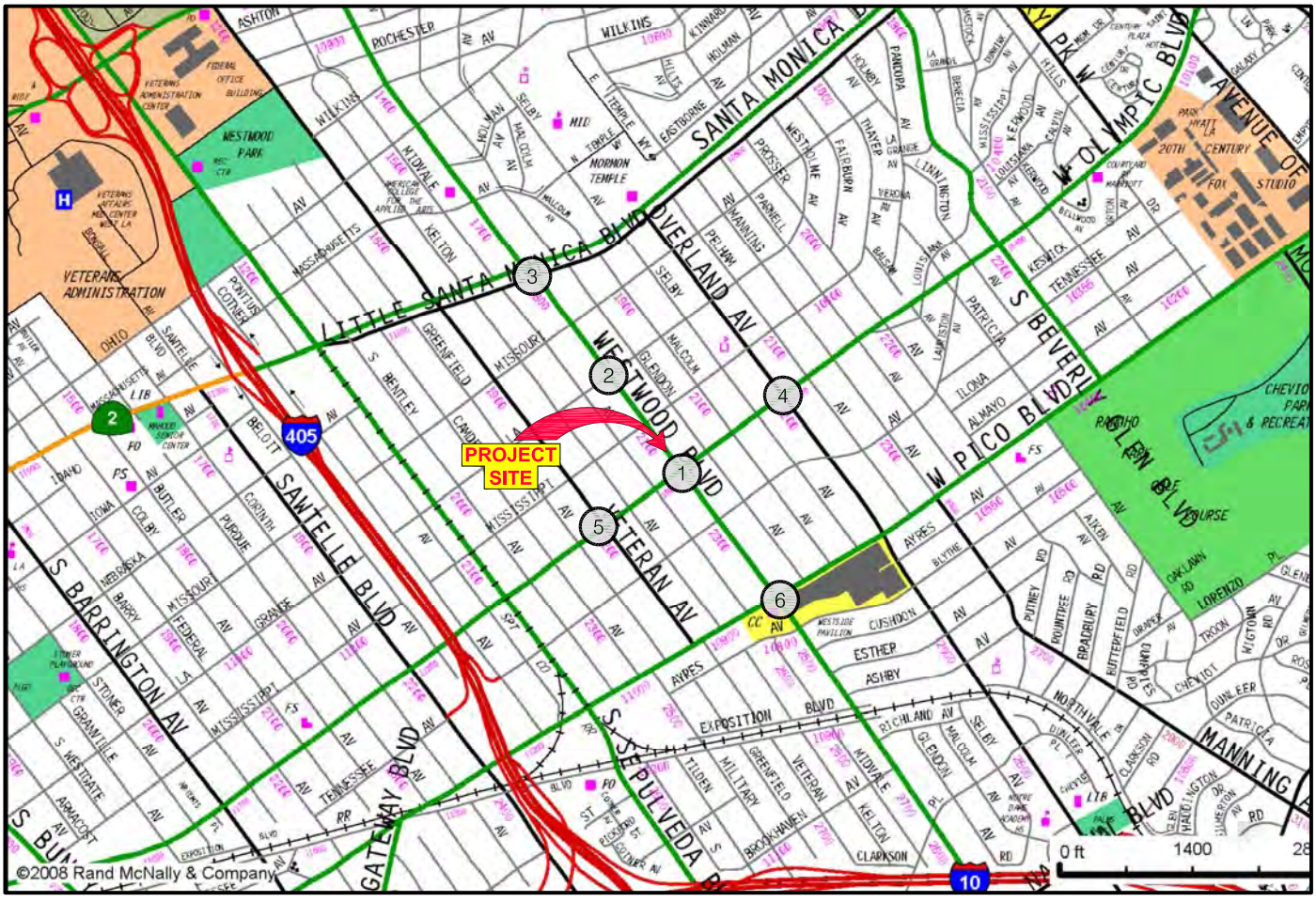


FIGURE 16

1/2019

FUTURE (2021) TRAFFIC VOLUMES
WITH PROJECT
PM PEAK HOUR

Overland Traffic Consultants, Inc.
24325 Main Street #202, Santa Clarita, CA 91321
(661) 799 - 8423, OTC@overlandtraffic.com

CMP Transit Review

The proposed project is forecast to generate approximately 410 weekday daily trips with 28 trips during the AM Peak Hour and 36 trips during the PM Peak Hour prior to any transit adjustments. As per Congestion Management Program (CMP) guidelines, person trips can be estimated by multiplying the total trips generated by 1.4. The trips assigned to transit may be calculated by multiplying the person trips generated by 5%. The CMP Transit trip generation calculation shown in Table 10.

Table 10
CMP Transit Trips

	DAILY	AM PEAK HOUR	PM PEAK HOUR
PROJECT TRIPS (from Table 2)	410	28	36
PERSON TRIPS (trips X 1.4)	574	39	50
TRANSIT TRIPS (person trips x 5%)	29	2	3

The project is well served by transit with two Metro Expo Line Rail station\s located at the intersection of Sepulveda Boulevard and Exposition Boulevard and at Westwood Boulevard and Exposition Boulevard. Local and Rapid transit is provided on Westwood Boulevard near the project site as described on page 19. The projected level of transit ridership shown above in Table 10 is not expected to adversely affect the current ridership of the transit services in the area.

CMP Impacts on Regional Transportation System

The Congestion Management Program (CMP) was adopted to monitor regional traffic growth and related transportation improvements. The CMP designated a transportation network including all state highways and some arterials within the County to be monitored by of local jurisdictions. If LOS standards deteriorate on the CMP network, then local jurisdictions must

prepare a deficiency plan to be in conformance with the program. Local jurisdictions found to be in nonconformance with the CMP risk the loss of state gas tax funding.

For purposes of the CMP LOS analysis, an increase in the freeway volume by 150 vehicles per hour during the am or pm peak hours in any direction requires further analysis. A substantial change in freeway segments is defined as an increase or decrease of 2% in the demand to capacity ratio when at LOS F. The 405 Freeway north of Venice Boulevard (#1070 station) and the 10 Freeway east of Overland Avenue (#1011 station) are designated freeway monitoring stations. As shown in Table 2, it is estimated that the project generates a total of 24 am peak hour trips and 31 afternoon peak hour trips, significantly less than 150 peak hour trips on any freeway segment. The project does not generate the necessary regional trips that would impact any freeway segments requiring a regional analysis.

For purposes of CMP intersections, an increase of 50 vehicles or more during the am or pm peak requires further analysis. The intersection of Santa Monica Boulevard and Westwood Boulevard (CMP arterial monitoring location # 62) is the nearest CMP intersection and study intersection #3.

The project's traffic distribution and peak hour traffic assignment is illustrated in Figures 4 – 7, which shows an estimated 5 trips during the AM and 7 trips during the PM peak hour travel through this CMP monitoring location. This is below the 50 - trip threshold for a potential CMP intersection impact. No CMP significant impacts are identified with construction of this project.

Therefore, no additional CMP freeway or intersection analysis is necessary.

Supplemental Caltrans Analysis (Screening Criteria)

The City of Los Angeles Department of Transportation (LADOT) and Caltrans District 7 have developed an agreement on the Freeway Impact Procedures, the "Caltrans Agreement", updated December 2015. This multi-agency agreement describes a screening process to determine the level of analysis necessary for land development projects.

The screening criterion is based on the traffic volume and capacity of nearby freeway and ramp facilities, and the estimated volume of added project traffic. Four screening criteria have been developed by LADOT and Caltrans. If any of the four criteria described below are satisfied, then additional traffic impact analysis is required.

1. The project's peak hour trips would result in a 1% or more increase to the freeway mainline capacity of a freeway segment operating at a level of service (LOS) E or F (based on a capacity of 2,000 vehicles per hour per lane (vphpl)).
2. The project's peak hour trips would result in a 2% or more increase to the freeway mainline capacity of a freeway segment operating at a LOS D (based on a capacity of 2,000 vphpl).
3. The project's peak hour trips would result in a 1% or more increase to the freeway off ramp operating at a LOS E or F (based on an off - ramp capacity of 850 vphpl as measured at the intersection).
4. The project's peak hour trips would result in a 2% or more increase to the freeway off ramp operating at a LOS D (based on an off - ramp capacity of 850 vphpl as measured at the intersection).

Review Criteria 1 and 2 – As indicated below in Table 11, none of the freeway segments with the highest volume of project traffic would meet the screening criterion during either peak hour in either direction using the worst-case criteria of a 1% increase in traffic volume. Therefore, no additional analysis is necessary to warrant further review.

Review Criteria 3 and 4 - Results of the off - ramp analysis pursuant to the screening criteria are also provided in Table 11. This evaluation shows that the 405 Freeway and 10 Freeway off ramps do not exceed the screening criteria, assuming a 1% threshold as set forth in the Caltrans / LADOT agreement. Therefore, no further analysis is required.

Table 11
Caltrans Screening

LOCATION	DIR	# of Lanes	Capacity	Project Trips AM	Project Trips PM	% INCREASE AM	% INCREASE PM
FREEWAY SEGMENT (2,000 vehicles per hour per lane)							
Santa Monica Fwy (I-10) west of Centinela Avenue	EB	4	8,000	0	1	0.0%	0.0%
	WB	4	8,000	1	1	0.0%	0.0%
Santa Monica Fwy (I-10) east of Overland Avenue	EB	5	10,000	3	2	0.0%	0.0%
	WB	4	8,000	1	3	0.0%	0.0%
San Diego Fwy (I-405) north of Olympic Blvd	NB	6+HOV	13,600	2	1	0.0%	0.0%
	SB	6+HOV	13,600	1	2	0.0%	0.0%
San Diego Fwy (I-405) south of National Blvd	NB	5+HOV	11,600	1	2	0.0%	0.0%
	SB	5+HOV	11,600	3	2	0.0%	0.0%
OFF RAMP SEGMENT (850 vehicles per hour per lane)							
Santa Monica Freeway eastbound bound off ramp at Centinela Av	EB	3	2,550	0	1	0.0%	0.0%
Santa Monica Freeway westbound bound off ramp at Overland Av	WB	3	2,550	1	3	0.0%	0.1%
San Diego Freeway southbound off ramp at Sawtelle Bd	SB	3	2,550	1	2	0.0%	0.1%
San Diego Freeway northbound off ramp at National Bd	NB	2	1,700	1	2	0.1%	0.1%

DIR = Direction

Construction Overview

As part of the project's construction, a Construction Traffic Management program would be implemented during the construction phase to minimize potential conflicts associated with construction activity. The project's potential construction impacts may involve temporary construction activities within a roadway that would cause lane or street closures and a temporary loss of on-street parking.

The project applicant would be required to submit formal Work Area Traffic Control Plans for review and approval by the City prior to the issuance of any construction permits. These construction staging and traffic control plans will be reviewed and approved by the City to provide safe operations during these temporary intermittent lane closures, as well as to provide safety measures around the construction site to reduce the risk to pedestrian traffic.

Construction workers are typically expected to arrive at the project site before 7:00 am and depart before or after the weekday peak hours of 4:00 to 6:00 pm. It is also assumed

that truck hauling will be limited to off peak hours. As part of the project's required Construction Management Plan, peak hour restrictions on construction worker and haul truck traffic will likely be imposed. Thus, no construction worker and truck traffic should occur on the street system during the peak hours of traffic.

Construction activities are expected to be contained within the existing building. Safe pedestrian circulation paths adjacent to or around the work areas will be provided by covered pedestrian walkways if necessary and will be maintained as required by a City-approved Construction Management and Work Area Traffic Control Plans.

Temporary traffic impacts from construction would likely occur during the non - peak hours because of an increase in construction traffic associated with delivery of construction materials; an increase in automobile traffic associated with construction workers, utility changes, drainage facilities, and sewer improvements.

During demolition, truck traffic would be coming to and going from the project site throughout the day (except for peak hours), with truck staging occurring on - site through most of the construction period. No detours around the construction site are expected; however, flagmen would be used to control traffic movement during the ingress and egress of trucks and heavy equipment.

CHAPTER 6 TRAFFIC IMPACTS

This study has determined that the added traffic volume generated by the proposed project will not significantly impact the traffic flow at any of the study intersections or neighborhood street segments.

No parking, transit, construction, Congestion Management Program, bikeways or freeway significant impacts are anticipated with the project.

Furthermore, no traffic mitigation is required because the project's added traffic volume will not significantly impact any of the study intersections.

APPENDIX A

LADOT MEMORANDUM OF UNDERSTANDING (MOU)

TRAFFIC STUDY – MEMORANDUM OF UNDERSTANDING (MOU)

This MOU acknowledges the traffic study for the following project will be prepared in accordance with the latest version of LADOT's Traffic Study Policies and Procedures:

DOT Case No: WLA18-107436 EAF No. _____

Project Address: 2138-50 Westwood Boulevard

Project Description Remove existing commercial and construct 77 apartments of which 7 are affordable

Geographic Distribution: N 23 % S 24 % E 33 % W 20 %

Attach graphic illustrating project trip distribution percentages at the studied intersections

Trip Generation Rate(s): ITE 10th Edition / Other _____

Attach trip generation table with a description of the proposed land uses, ITE rates, estimated morning and afternoon peak hour volumes (ins/outs/totals), proposed trip credits, etc.

	In	Out	Total
AM Trips	6	18	24
PM Trips	19	12	31

Project Build out Year: 2021 Ambient or CMP Growth Rate: 1 % Per Yr

Related Projects: (To be researched by the consultant and approved by LADOT)

Subject to Freeway Impact Analysis Screening review: __YES X NO
(freeway analysis screening filter should be included in this MOU; selecting "yes" implies that at least one criteria was satisfied)

Project Frontage along High Injury Network System: X YES Westwood Boulevard __NO

Study Intersections – 7 to 10 AM & 3 to 6 PM
(Subject to LADOT revision after initial impact analysis)

1. Westwood Bd. & Olympic Bd.	4. Olympic Bd. & Overland Av.
2. Westwood Bd. & La Grange Av.	5. Olympic Bd. & Veteran Av.
3. Westwood Bd. & Santa Monica Bd.	6. Pico Bd. & Westwood Bd.

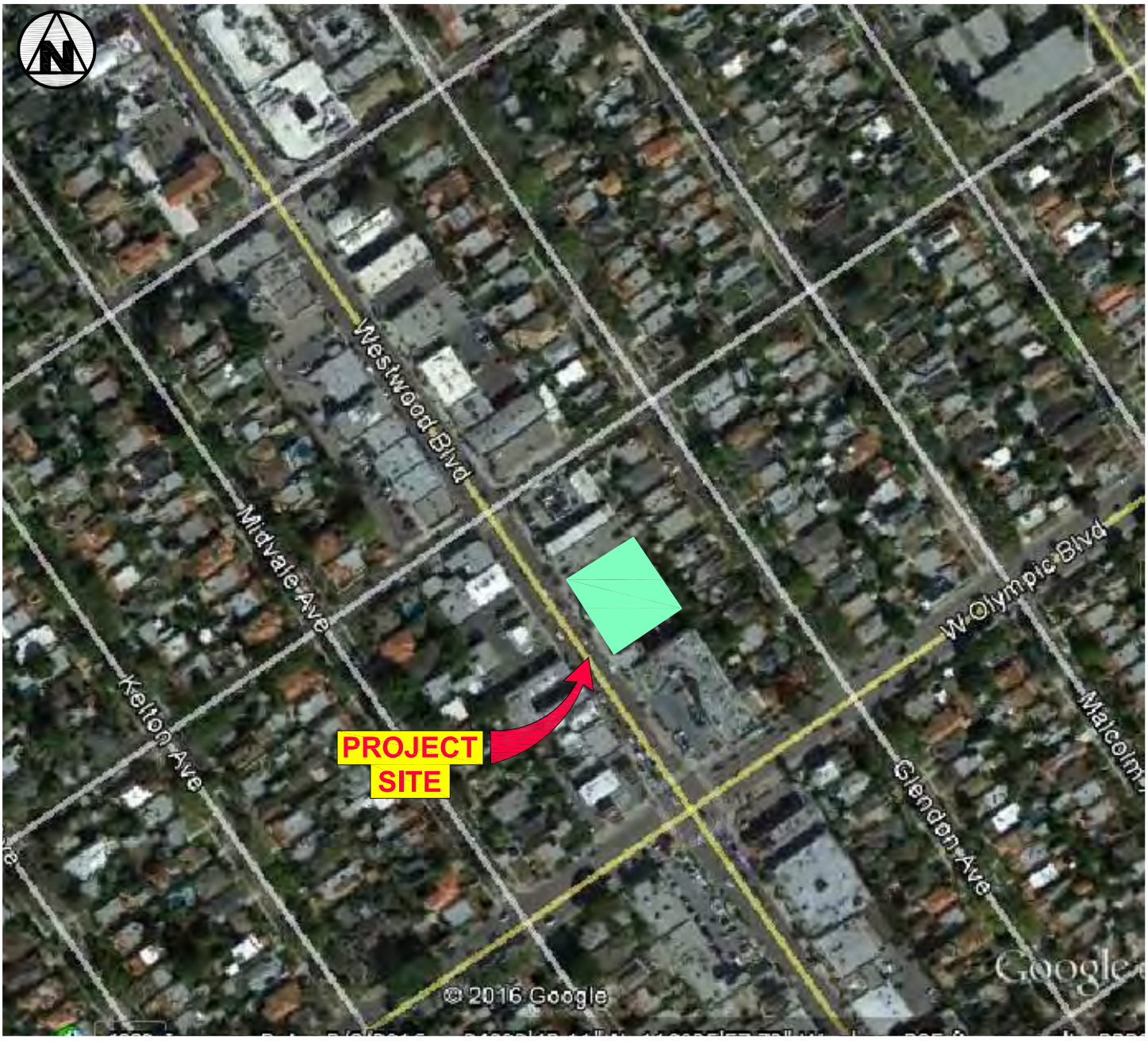
Trip Credits: (Exact amount of credit subject to approval by LADOT)

	Yes	No
Transit Usage	x	
Transportation Demand Management		x
Existing Active Land Use	x	
Previous Land Use		x
Internal Trip	x	
Pass-By Trip	x	

	Consultant	Developer's Representative
Name	Overland Traffic Consultants, Inc.	Mr. Eli Halavi
Address	952 Manhattan Beach Bl. #100	11040 Santa Monica Blvd, Suite 400
	Manhattan Beach, CA 90266	Los Angeles, CA 90025
Phone No.	(310) 930 - 3303	(310) 477 - 0110

Approved By: Jerry T Overland 9/18/2018
Consultant's Representative Date

LADOT Representative Date 9/27/18



9/2018

PROJECT SETTING

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8/2018

PROJECT LOCATION AND PARCEL INFORMATION

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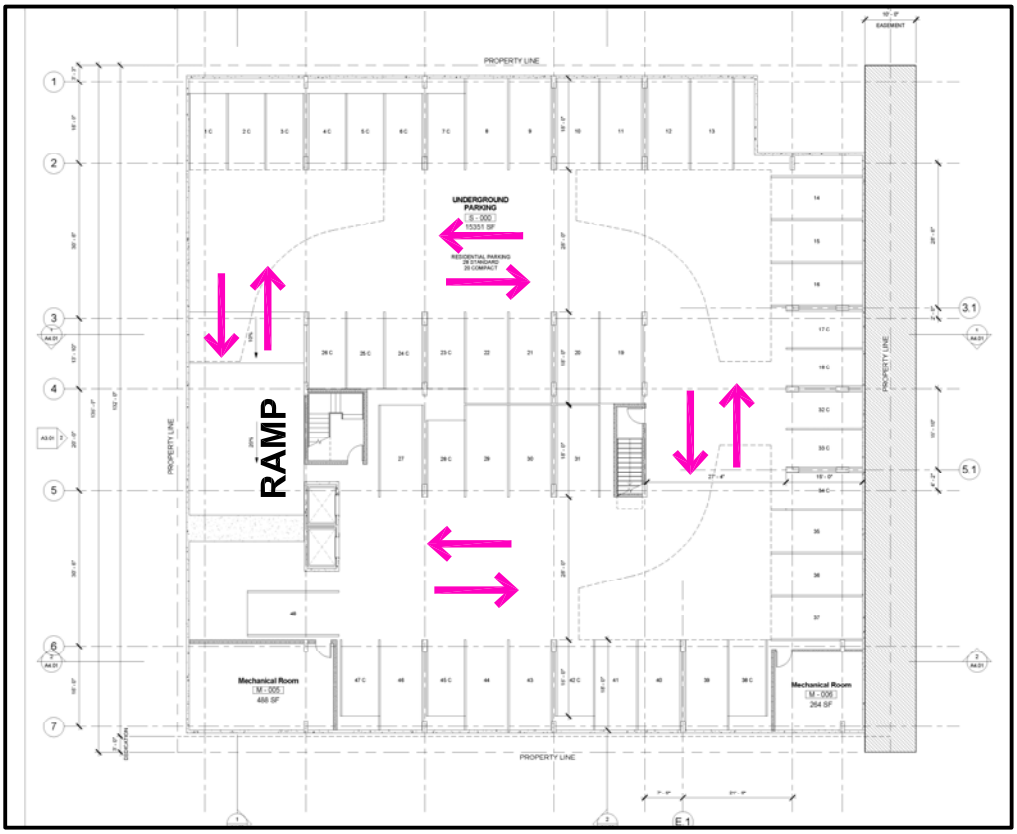


FIGURE 1

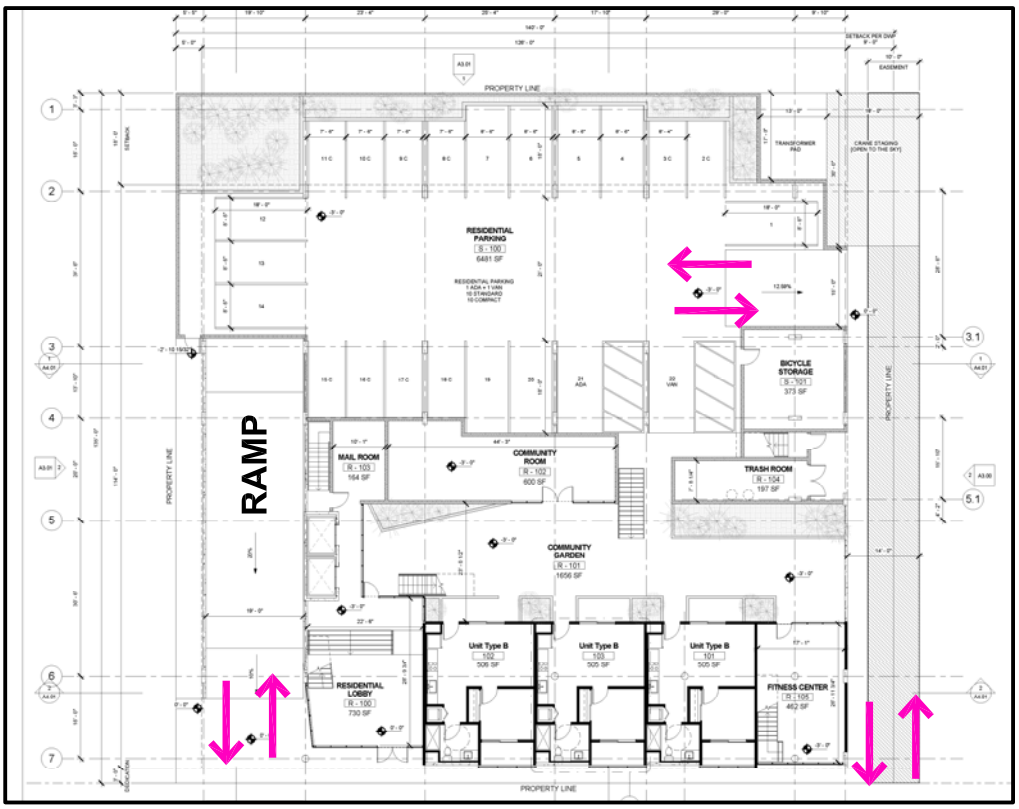
9/2018

PROJECT LOCATION AND STUDY LOCATIONS

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SITE PLAN - BASEMENT LEVEL



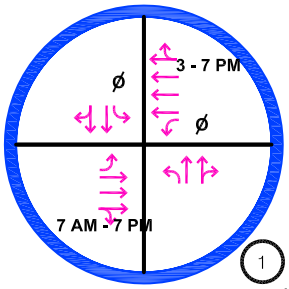
SITE PLAN - GROUND FLOOR

FIGURE 2

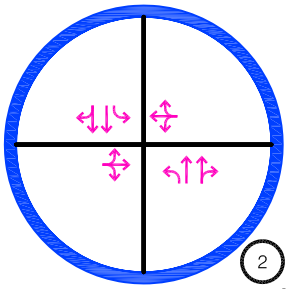
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PROJECT SITE PLAN

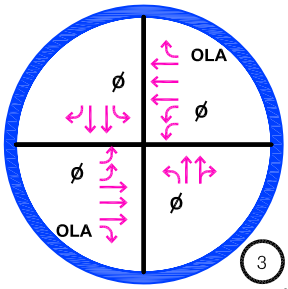
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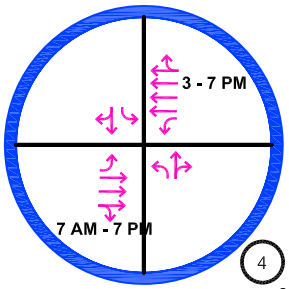
WESTWOOD BOULEVARD & OLYMPIC BOULEVARD 4 ø



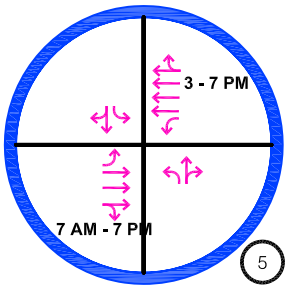
WESTWOOD BOULEVARD & LA GRANGE AVENUE 2 ø



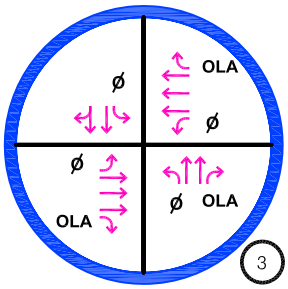
WESTWOOD BOULEVARD & SANTA MONICA BOULEVARD 4 ø



OLYMPIC BOULEVARD & OVERLAND AVENUE 2 ø



OLYMPIC BOULEVARD & VETERAN AVENUE 2 ø



PICO BOULEVARD & WESTWOOD BOULEVARD 4 ø

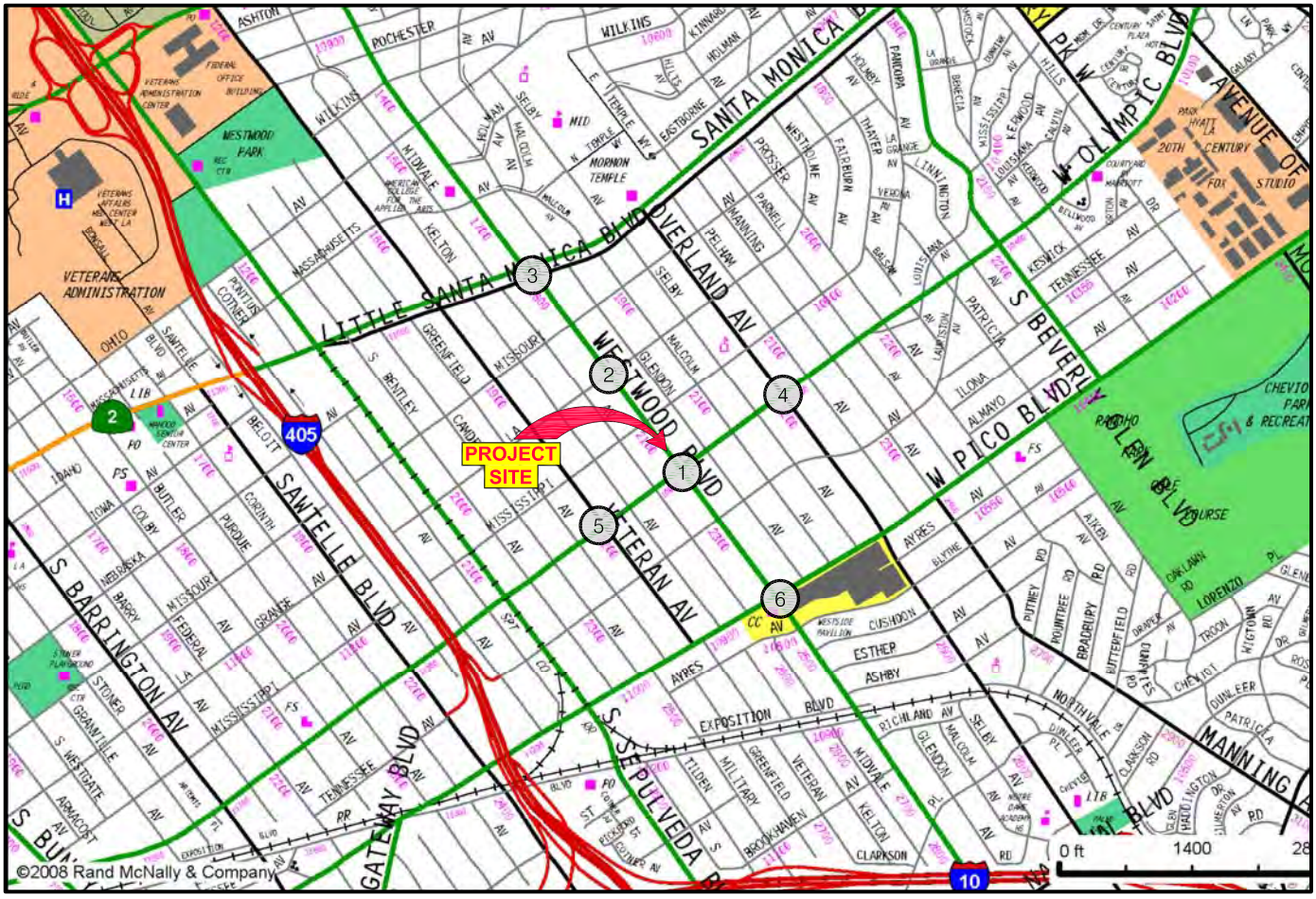


FIGURE 3

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STUDY INTERSECTION CHARACTERISTICS

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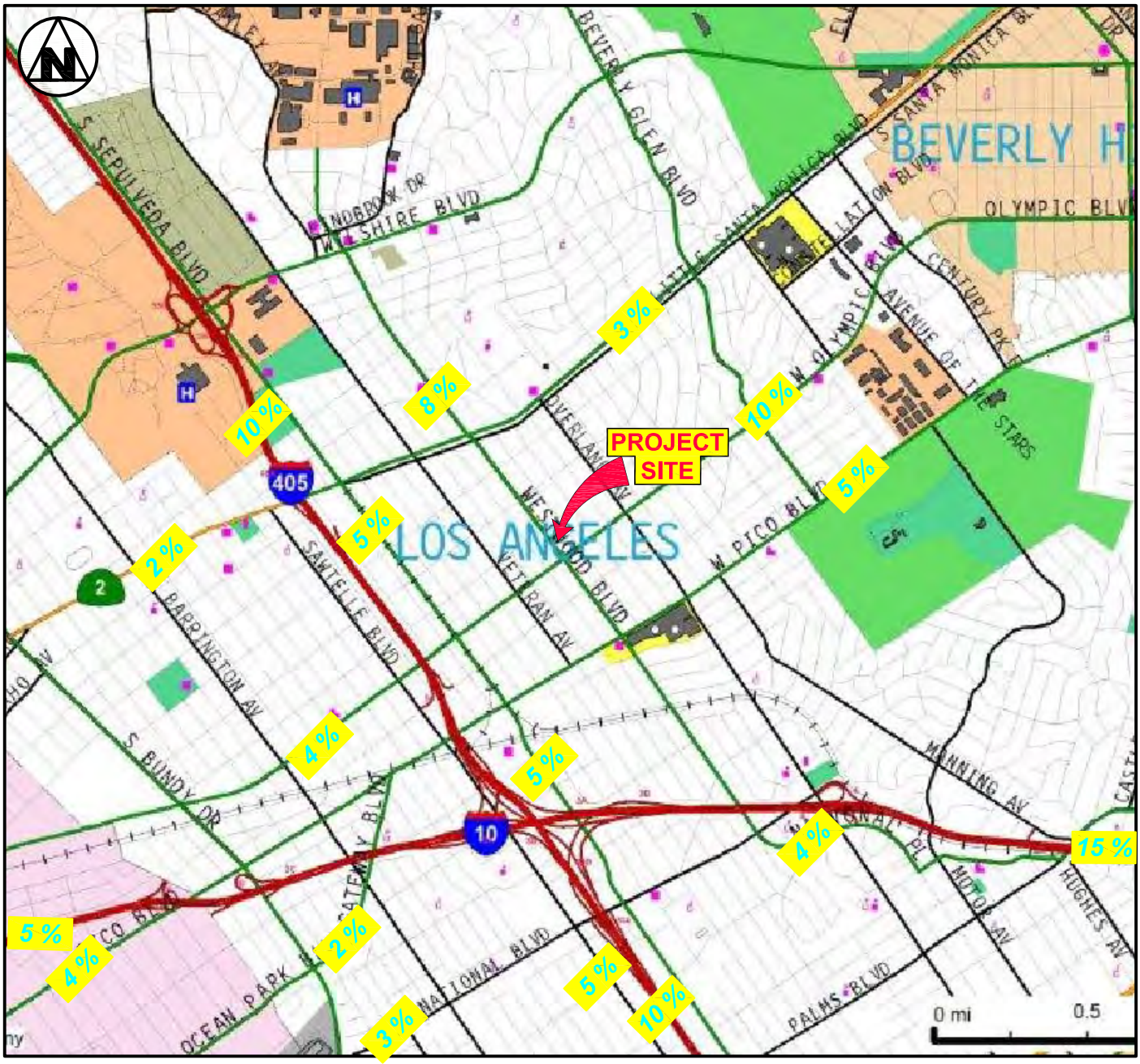


FIGURE 4

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PROJECT TRAFFIC DISTRIBUTION PERCENTAGES
AM / PM PEAK HOUR

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TRIP GENERATION RATES & CALCULATIONS

TRIP GENERATION RATES

ITE Code	Description	Daily Traffic	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
221	Apartments (per unit)	5.44	26%	74%	0.36	61%	39%	0.49
LADOT	Affordable Apartments (per unit)	4.08	40%	60%	0.50	55%	45%	0.34

VEHICLE TRIPS

ITE Code	Description	Size	Daily Traffic	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
	Proposed Project								
221	Apartments (per unit)	70 units	381	6	19	25	21	13	34
	Transit *	15%	(57)	(1)	(3)	(4)	(3)	(2)	(5)
LADOT	Affordable Apartments (per unit)	7 units	29	1	2	3	1	1	2
	Total Proposed without transit		410	7	21	28	22	14	36
	Total Proposed with transit		353	6	18	24	19	12	31

* Rapid BBB 12 Transit along Westwood Boulevard with stops at Olympic Boulevard and Westwood Boulevard.

Land Use: 221
Multifamily Housing (Mid-Rise)

Description

Mid-rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have between three and 10 levels (floors). Multifamily housing (low-rise) (Land Use 220), multifamily housing (high-rise) (Land Use 222), off-campus student apartment (Land Use 225), and mid-rise residential with 1st-floor commercial (Land Use 231) are related land uses.

Additional Data

In prior editions of *Trip Generation Manual*, the mid-rise multifamily housing sites were further divided into rental and condominium categories. An investigation of vehicle trip data found no clear differences in trip making patterns between the rental and condominium sites within the ITE database. As more data are compiled for future editions, this land use classification can be reinvestigated.

For the six sites for which both the number of residents and the number of occupied dwelling units were available, there were an average of 2.46 residents per occupied dwelling unit.

For the five sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 95.7 percent of the total dwelling units were occupied.

Time-of-day distribution data for this land use are presented in Appendix A. For the eight general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 7:00 and 8:00 a.m. and 4:45 and 5:45 p.m., respectively.

For the four dense multi-use urban sites with 24-hour count data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 7:15 and 8:15 a.m. and 4:15 and 5:15 p.m., respectively. For the three center city core sites with 24-hour count data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 6:45 and 7:45 a.m. and 5:00 and 6:00 p.m., respectively.

For the six sites for which data were provided for both occupied dwelling units and residents, there was an average of 2.46 residents per occupied dwelling unit.

For the five sites for which data were provided for both occupied dwelling units and total dwelling units, an average of 95.7 percent of the units were occupied.

The average numbers of person trips per vehicle trip at the five center city core sites at which both person trip and vehicle trip data were collected were as follows:

- 1.84 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 1.94 during Weekday, AM Peak Hour of Generator
- 2.07 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 2.59 during Weekday, PM Peak Hour of Generator

The average numbers of person trips per vehicle trip at the 32 dense multi-use urban sites at which both person trip and vehicle trip data were collected were as follows:

- 1.90 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 1.90 during Weekday, AM Peak Hour of Generator
- 2.00 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 2.08 during Weekday, PM Peak Hour of Generator

The average numbers of person trips per vehicle trip at the 13 general urban/suburban sites at which both person trip and vehicle trip data were collected were as follows:

- 1.56 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 1.88 during Weekday, AM Peak Hour of Generator
- 1.70 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 2.07 during Weekday, PM Peak Hour of Generator

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), British Columbia (CAN), California, Delaware, District of Columbia, Florida, Georgia, Illinois, Maryland, Massachusetts, Minnesota, New Hampshire, New Jersey, Ontario, Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Utah, Virginia, and Wisconsin.

Source Numbers

168, 188, 204, 305, 306, 321, 357, 390, 436, 525, 530, 579, 638, 818, 857, 866, 901, 904, 910, 912, 918, 934, 936, 939, 944, 947, 948, 949, 959, 963, 964, 966, 967, 969, 970

Multifamily Housing (Mid-Rise)
(221)

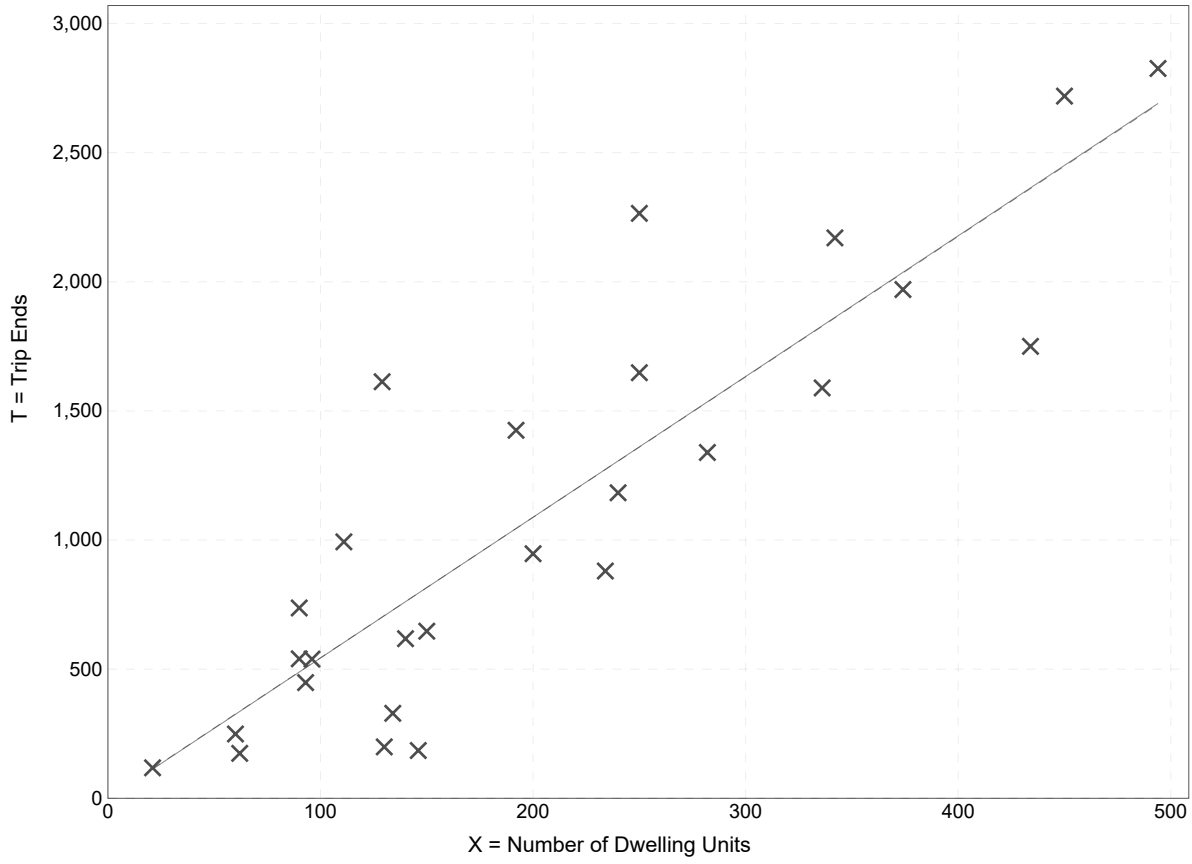
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 27
Avg. Num. of Dwelling Units: 205
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
5.44	1.27 - 12.50	2.03

Data Plot and Equation



Fitted Curve Equation: T = 5.45(X) - 1.75

R^2= 0.77

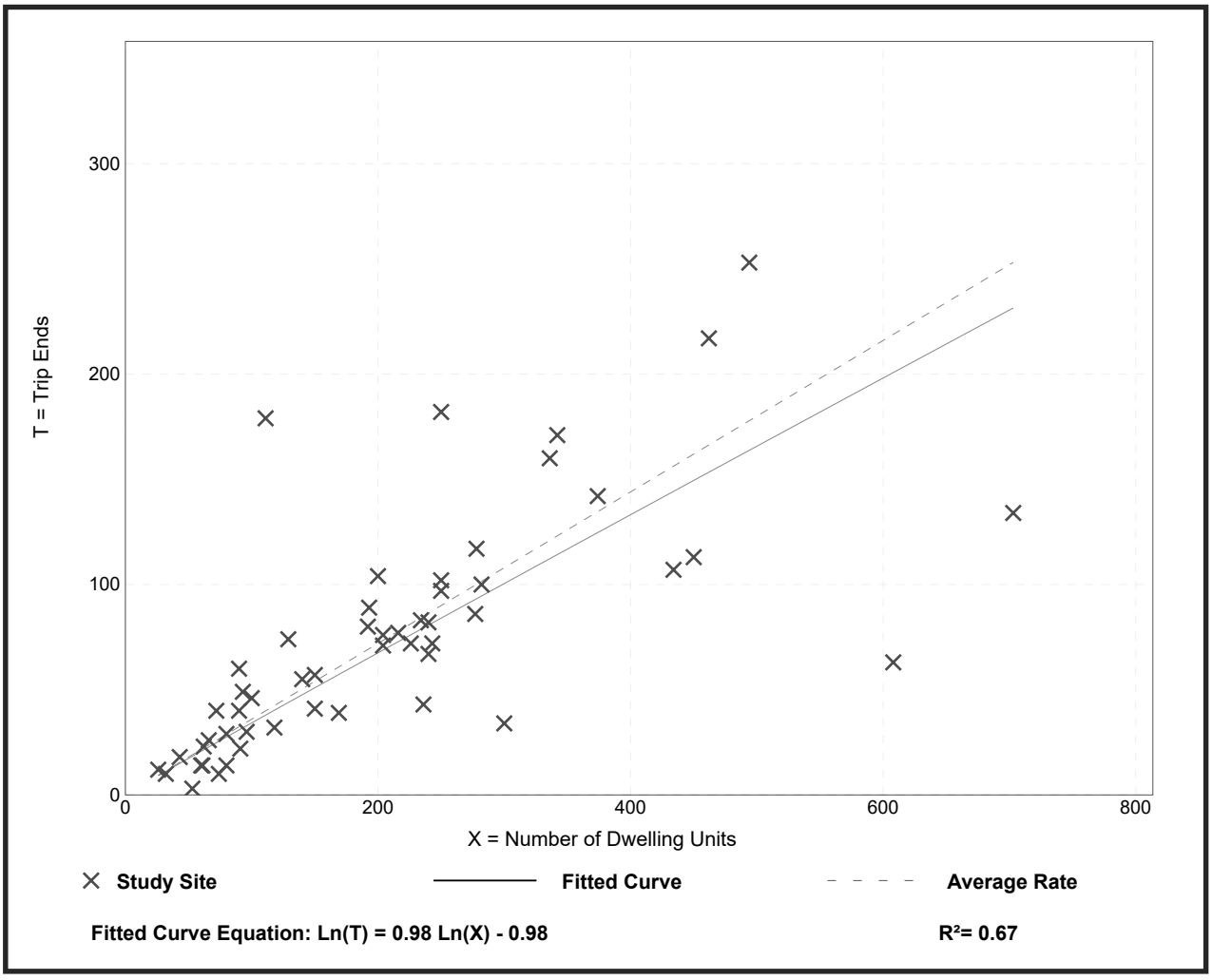
Multifamily Housing (Mid-Rise)
(221)

Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	53
Avg. Num. of Dwelling Units:	207
Directional Distribution:	26% entering, 74% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.36	0.06 - 1.61	0.19

Data Plot and Equation



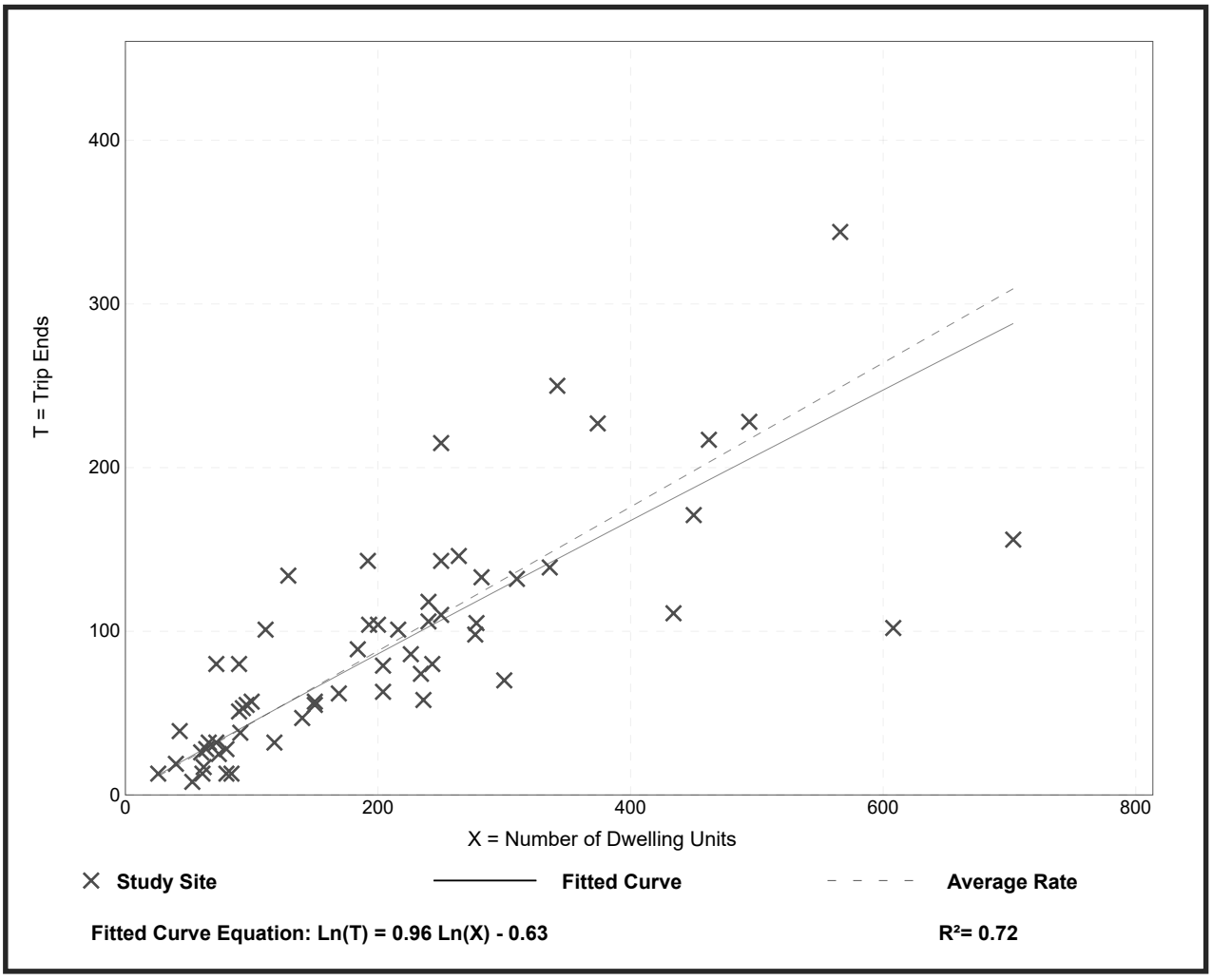
Multifamily Housing (Mid-Rise)
(221)

Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	60
Avg. Num. of Dwelling Units:	208
Directional Distribution:	61% entering, 39% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.44	0.15 - 1.11	0.19

Data Plot and Equation



  - » Provide continuous paved sidewalks / walkways with adequate lighting from all buildings in the Project to nearby transit services and stops. This may include mid-block paseos.
  - » Implement transit shelter enhancements.
- If the Development Project is not within ¼-mile walking distance of a transit station or a RapidBus stop, the Project may still qualify for up to 10% trip generation adjustment. To be eligible for this adjustment, the Project should include design features that promote alternative travel modes and provide certain amenities to tenants and employees. Features and amenities that may qualify a Project for this adjustment include the following:
  - » An on-site transit information kiosk and/or on-site transit pass sales;
  - » On-site facilities such as ATM machines, cafeteria, convenience shopping, showers, and changing rooms;
  - » Pricing for single-occupancy auto parking;
  - » Publicly accessible car share or bike share station, contingent on LADOT approval;
  - » Bicycle racks or amenities for people traveling by bicycle;
  - » Provision of on-site concierge service to facilitate use of transit, taxis, or private shuttles by employees/ residents;
  - » Provision of shuttle service for employees and/or customers.

  Transit trip adjustment will not be automatically granted to Development Projects located in an area with infrequent transit service. However, all reasonable efforts by the developer to promote the use of public transit or walking will be considered for transit adjustments on a case-by-case basis.

  NOTE: Refer to ***Section 4.2*** of these TIS Guidelines for transit-related impact mitigation measures.

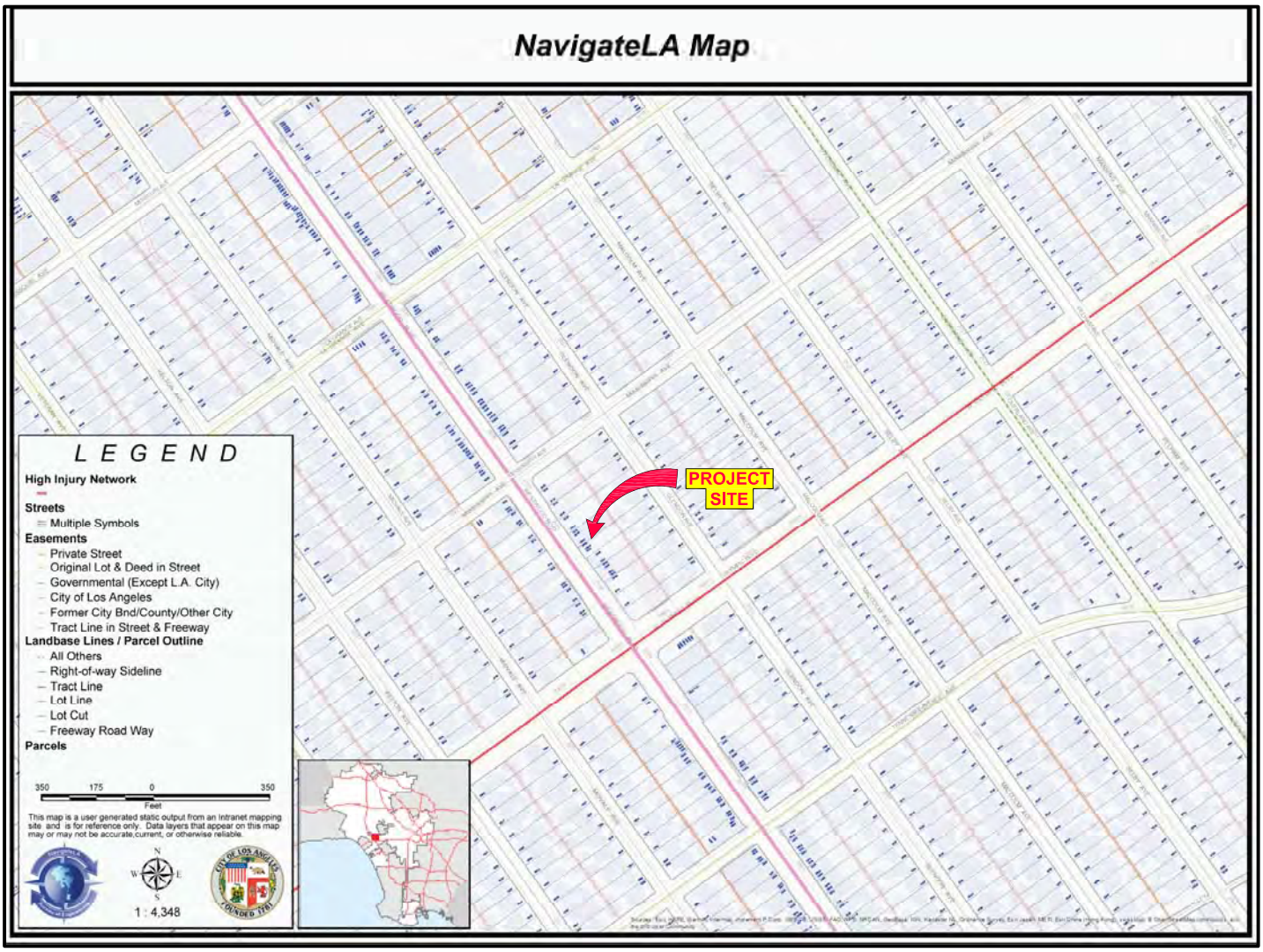
- Affordable Housing Projects

  Residential or mixed-use developments that include Affordable Housing Units [as defined in LAMC 12.22-A.25 (b)] are eligible to use the trip generation rates presented in **Table 5**, which are based on the total number and type of dwelling units reserved as affordable. These trip generation rates are based on vehicle trip count data collected at affordable housing sites in the City of Los Angeles in 2016. These trip generation rates for Affordable Housing units are not subject to any of the aforementioned adjustments in this Section.

Table 5: Trip Generation Rates for Affordable Housing Projects

Affordable Housing Type	***Daily Rate*** *(Trips per DU)*	***Average AM Peak Hr Rate*** *(Trips per DU)*	***% AM Trips In***	***% AM Trips Out***	***Average PM Peak Hr Rate*** *(Trips per DU)*	***% PM Trips In***	***% PM Trips Out***
Family	4.08	0.50	40%	60%	0.34	55%	45%
Seniors	1.72	0.12	38%	62%	0.15	52%	48%
Permanent Supportive Housing / Special Needs	1.27	0.12	44%	56%	0.12	59%	41%

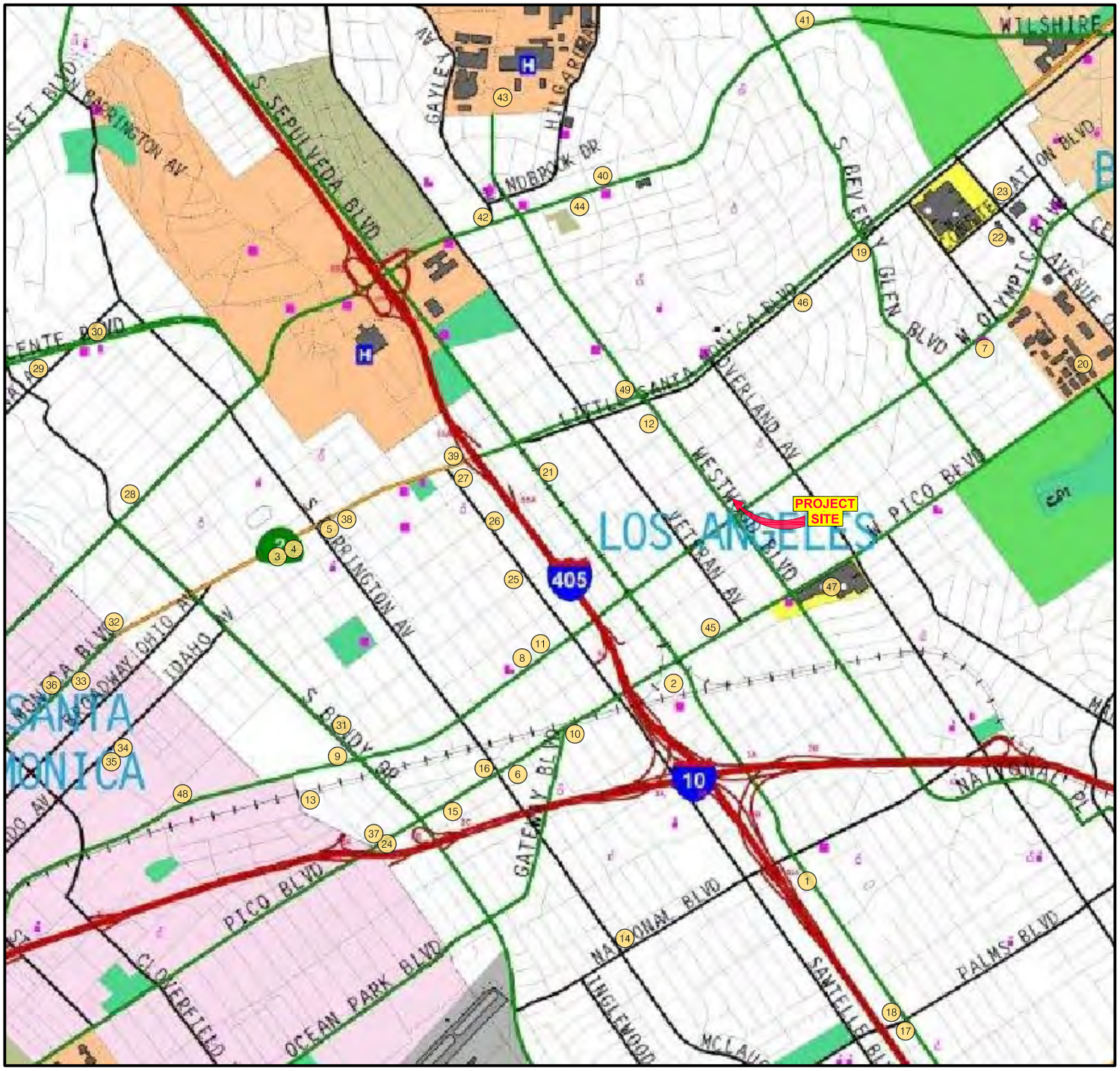
Family affordable housing offers affordable dwelling units designed for households with children. Senior affordable



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HIGH INJURY NETWORK MAP AND PROJECT LOCATION

Overland Traffic Consultants, Inc.
24325 Main Street #202, Santa Clarita, CA 91321
(661) 799 - 8423, OTC@overlandtraffic.com



9/2018

RELATED PROJECT LOCATIONS

Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl #100, Manhattan Beach, Ca 90266
(310) 545-1235 phone, liz@overlandtraffic.com

2138 Westwood Boulevard
Related Projects

No	Location	Size		Description	Daily	AM Peak Hour			PM Peak Hour		
						In	Out	Total	In	Out	Total
1	3115 Sepulveda Boulevard	28,000	sf	Retail	772	16	57	73	61	50	111
		138	units	Condominiums							
2	11122 Pico Boulevard	566	units	Apartments	9,953	147	247	394	537	455	992
		72	units	Senior Housing							
		100,000	sf	Retail							
		10,000	sf	Local Retail							
		50,000	sf	Supermarket							
3	11800 Santa Monica Boulevard	150	units	Apartments	2,057	6	54	60	98	62	160
		30,000	sf	Discount Store							
		5,000	sf	Restaurant							
		5,000	sf	Retail							
4	11752 Santa Monica Boulevard	154	units	Apartment	1,665	22	67	89	80	53	133
		15,000	sf	Retail							
5	11674 Santa Monica Boulevard	166	units	Apartment	3,452	39	81	120	132	106	238
		55,000	sf	Supermarket							
6	11628 Pico Boulevard	71	units	Apartments	626	9	30	39	33	20	53
		3,600	sf	Retail							
7	10330 W. Bellwood Avenue	24,000	sf	Medical Office	1,208	57	18	75	36	77	113
		128	units	Assisted Living							
8	11421 W. Olympic Boulevard	89	units	Apartments	849	11	38	49	43	27	70
		6,030	sf	Retail							
9	12101 W. Olympic Boulevard	7,333	sf	Restaurant	8,407	305	248	553	318	308	626
		516	units	Apartments							
		45,000	sf	Grocery							
		4,000	sf	General Retail							
		4,000	sf	Quality Restaurant							
		4,000	sf	High Turnover Restaurant							
		10,000	sf	Fast Food Restaurant							
		200,000	sf	Creative Office							
		(99,399)	sf	Removal of Auto Dealership							
10	11460 W. Gateway Boulevard	129	units	Condominiums	858	13	53	66	52	28	80

2138 Westwood Boulevard
Related Projects

No	Location	Size		Description	Daily	AM Peak Hour			PM Peak Hour		
						In	Out	Total	In	Out	Total
11	11355 W. Olympic Boulevard	115,000	sf	Office	1,244	134	33	167	49	120	169
		5,000	sf	Restaurant							
12	1855 S Westwood Boulevard	30	units	Apartments	200	3	12	15	12	7	19
13	12414 W. Exposition Boulevard	80,000	sf	Office	788	107	13	120	15	94	109
14	11671 W. National Boulevard	28	units	Apartments	186	3	11	14	11	6	17
15	11916 W. Pico Boulevard	100	units		179	(20)	11	(9)	(8)	(30)	(38)
		2,900	sf	Restaurant							
16	2231 S. Barrington Avenue	9,731	sf	Office	610	24	11	35	34	39	73
		6,904	sf	Restaurant							
		2,750	sf	Catering							
17	3505 Sepulveda Boulevard	1,080	sf	Coffee shop with drive thru	884	56	53	109	23	23	46
18	3443 Sepulveda Boulevard	409	units	Apartments	2,308	33	104	137	159	112	272
		14,400	sf	Retail							
		6,000	sf	Restaurant							
19	10400 Santa Monica Boulevard	96	units	Apartments	638	10	39	49	39	21	60
20	10201 W. Pico Boulevard	1.1 Million	sf	Studio Related	8,153	915	94	1,009	112	479	591
21	1736 S. Sepiulveda Boulevard	7,600	sf	Retail	84	11	1	12	4	18	22
22	2025 Avenue of the Stars	309	units	Condominiums	(1,687)	(108)	0	(108)	(22)	(31)	(53)
	Net existing hotel	394	room	Hotel							
		14,000	sf	Spa Fitness							
		7,711	sf	Restaurant							
		85,175	sf	Retail							
23	1950 Avenue of the Stars	725,830	sf	Office	3,607	413	22	435	35	357	392
		1,300	sf	Transit Hub							
		4,120	sf	Retail							
24	12300 - 12328 W. Pico Boulevard	65	units	Apartments	507	8	27	35	28	16	44
		1,740	sf	Retail							

2138 Westwood Boulevard
Related Projects

No	Location	Size	Description	Daily	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
25	1947 Sawtelle Boulevard	88 units	Apartments	914	12	38	50	45	29	74
		7,700 sf	Retail							
26	11272 Nebraska Avenue	24 units	Apartments	160	2	10	12	10	5	15
27	1650 Sawtelle Boulevard	48 units	Apartments	319	5	20	25	19	10	29
28	12035 Wilshire Boulevard	81 units	Apartments	859	11	35	46	41	27	68
		7,500 sf	Retail							
29	11965 Montana Avenue	49 units	Apartments	326	5	20	25	20	11	31
30	11811 San Vicente Boulevard	10,000 sf	Office	11	14	2	16	3	12	15
31	11950 W. Missouri Avenue	74 units	Apartments	492	8	30	38	30	16	46
32	12431 Rochesster Avenue	50 units	Apartments	333	5	20	25	20	11	31
33	3008 Santa Monica Bouelvard	26 units	Apartments	173	3	11	14	10	6	16
34	2930 Colorado Avenue	374 units	Apartments	2,487	38	153	191	151	81	232
		25,000 sf	Retail							
35	2834 Colorado Avenue	191,982 sf	Office	2,118	165	135	299	129	157	286
		9,000 sf	Retail							
36	2901 Santa Monica Boulevard	60 units	Apartments	617	8	26	34	30	20	50
		5,100 sf	Retail							
37	12001 W. Pico Boulevard	80 units	Apartments	708	10	24	34	37	23	60
		4,117 sf	Retail							
38	11628 Santa Monica Boulevard	99 units	Apartments	1,176	15	43	58	54	37	91
39	11261 Santa Monica Boulevard	119 units	Apartments	791	12	49	61	48	26	74
40	10777 Wilshire Boulevard	56 units	Apartments	372	6	23	29	23	12	35

2138 Westwood Boulevard
Related Projects

No	Location	Size		Description	Daily	AM Peak Hour			PM Peak Hour		
						In	Out	Total	In	Out	Total
41	860 S. Devon Avenue	33	units	Apartments	219	3	13	16	13	7	20
42	10955 W. Wilshire Bouelvard	250	units	Apartmetns	1,940	28	104	132	108	63	171
43	UCLA Student Housing Master Plan	6,900	beds	Student Housing	(77)	(10)	(14)	(24)	(5)	17	12
44	10822 Wilshire Boulevard	176	beds	Senior Housing	605	12	23	35	24	20	44
45	11001 Pico Boulevard	89	units	Apartments	407	9	21	30	22	14	36
46	10534 W. Santa Monica Boulevard	37	units	Apartments	246	4	15	19	15	8	23
47	108700 Pico Boulevard Westside Pavilion convert shopping center to office	500,000 (500,000)	sf sf	Office Retail	(14,871)	440	(21)	419	(449)	(74)	(523)
48	3030 Nebraska Avenue	176	units	Apartments	2088	26	77	103	96	65	161
49	1779 Westwood Boulevard	71	units	Apartments	737	9	30	39	36	23	59

Caltrans Freeway Analysis Screening Filter

PROJECT: 2138 WESTWOOD BOULEVARD

IMPACT CRITERIA	Yes	No
The project's peak hour trips would result in a 1% or more increase to the freeway mainline capacity of a freeway segment operating at level of service (LOS) E or F (based on an assumed capacity of 2,000 vehicles per hour per lane); or		X
The project's peak hour trips would result in a 2% or more increase to the freeway mainline capacity of a freeway segment operating at LOS D (based on an assumed capacity of 2,000 vehicles per hour per lane)		X
The project's peak hour trips would result in a 1% or more increase to a freeway off-ramp operating at level of service (LOS) E or F (based on an assumed capacity of 850 vehicles per hour per lane); or		X
The project's peak hour trips would result in a 2% or more increase to a freeway segment operating at LOS D (based on an assumed capacity of 850 vehicles per hour per lane)		X

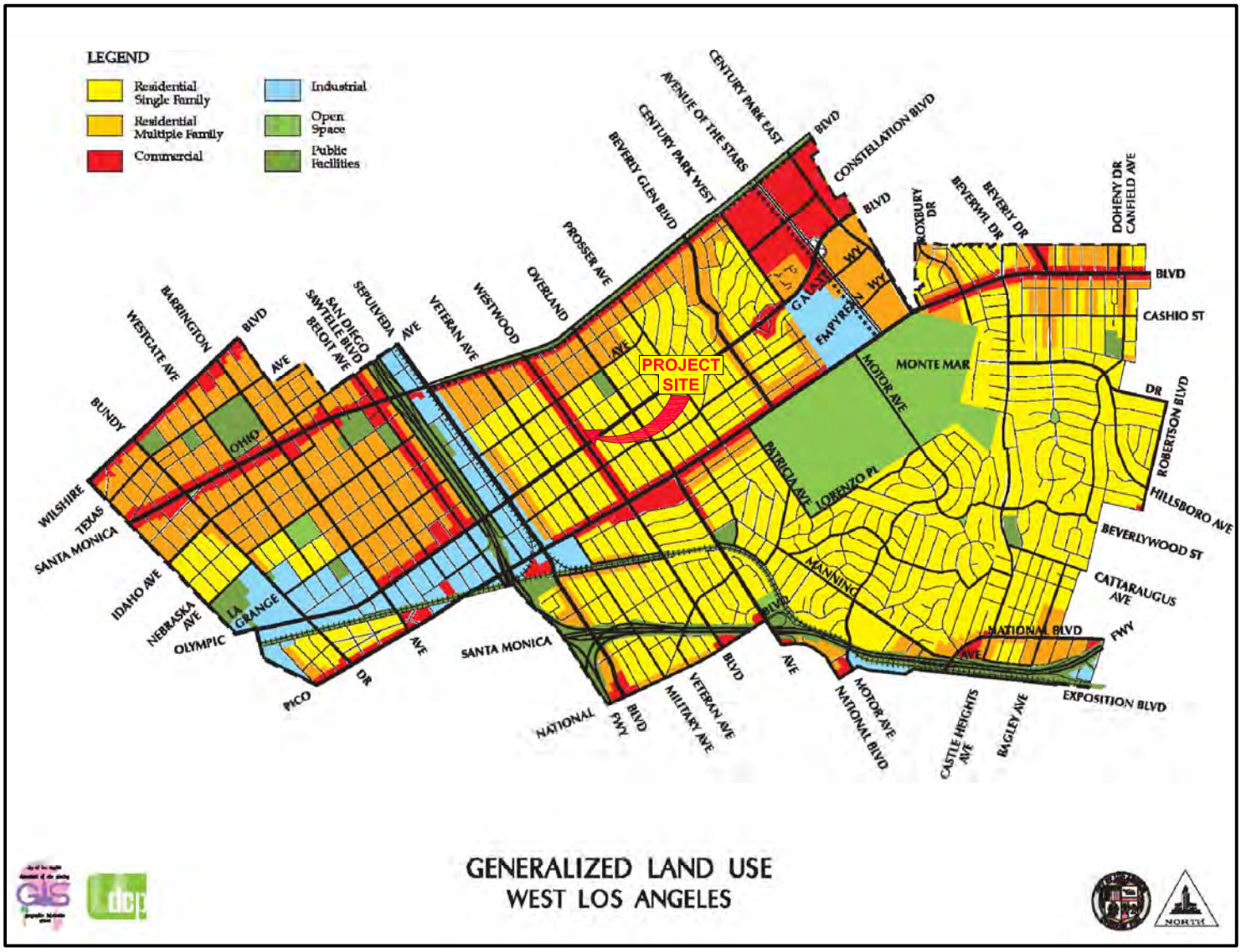
LOCATION	DIR	# of Lanes	Capacity	Project Trips* AM	Project Trips* PM	% INCREASE AM	% INCREASE PM
FREEWAY SEGMENT (2,000 vehicles per hour per lane)							
Santa Monica Fwy (I-10) west of Centinela Avenue	EB	4	8,000	0	1	0.0%	0.0%
	WB	4	8,000	1	1	0.0%	0.0%
Santa Monica Fwy (I-10) east of Overland Avenue	EB	5	10,000	3	2	0.0%	0.0%
	WB	4	8,000	1	3	0.0%	0.0%
San Diego Fwy (I-405) north of Olympic Blvd	NB	6+HOV	13,600	2	1	0.0%	0.0%
	SB	6+HOV	13,600	1	2	0.0%	0.0%
San Diego Fwy (I-405) south of National Blvd	NB	5+HOV	11,600	1	2	0.0%	0.0%
	SB	5+HOV	11,600	3	2	0.0%	0.0%
OFF RAMP SEGMENT (850 vehicles per hour per lane)							
Santa Monica Freeway eastbound bound off ramp at Centinela Av	EB	3	2,550	0	1	0.0%	0.0%
Santa Monica Freeway westbound bound off ramp at Overland Av	WB	3	2,550	1	3	0.0%	0.1%
San Diego Freeway southbound off ramp at Sawtelle Bd	SB	3	2,550	1	2	0.0%	0.1%
San Diego Freeway northbound off ramp at National Bd	NB	2	1,700	1	2	0.1%	0.1%

DIR = Direction

* Per Figures 4 and 5

APPENDIX B

COMMUNITY PLAN LAND USE INFORMATION & SPECIFIC PLAN MAP

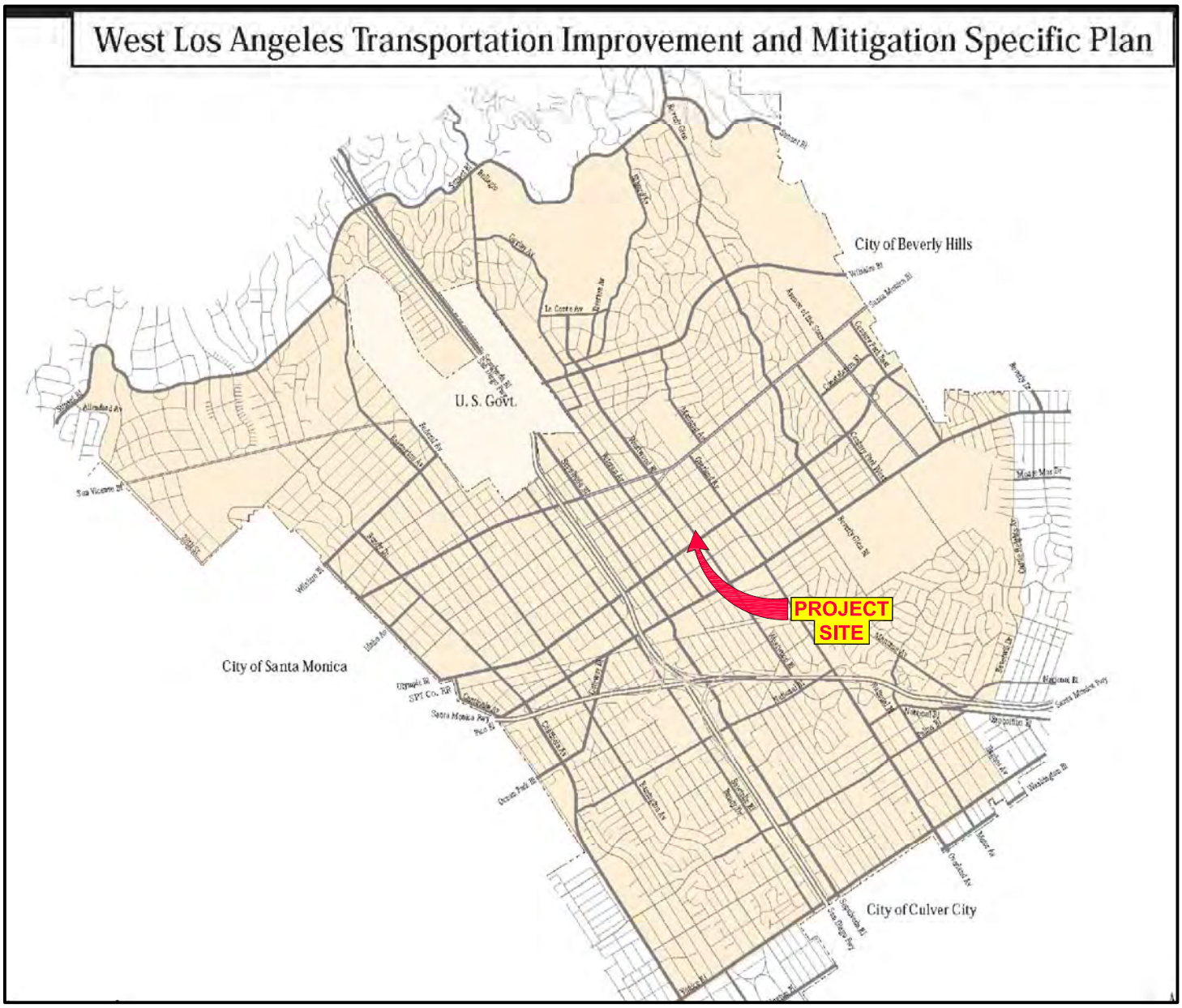


GENERALIZED LAND USE
WEST LOS ANGELES

8/2018

LAND USE MAP AND PROJECT LOCATION

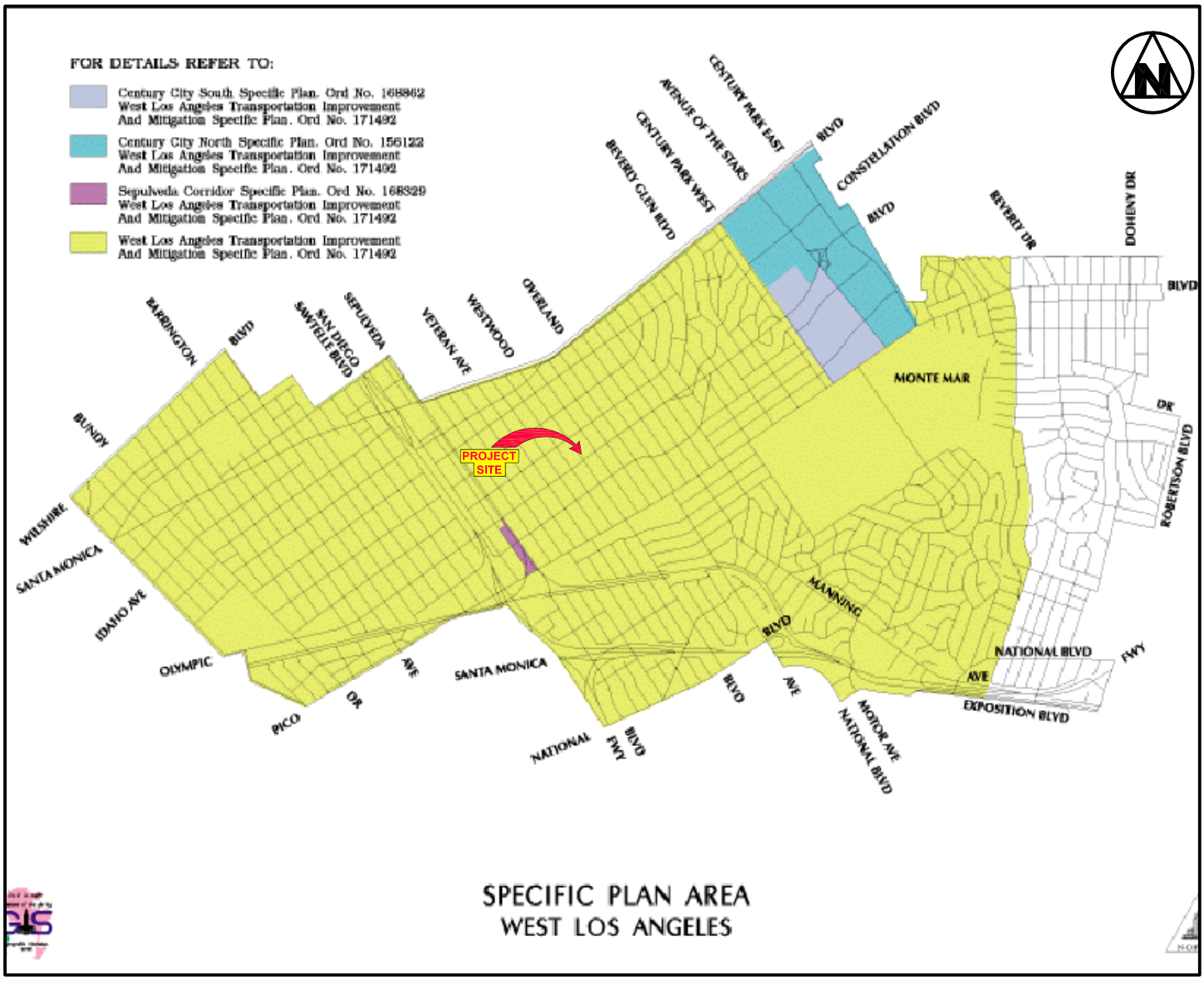
Overland Traffic Consultants, Inc.
24325 Main Street #202, Santa Clarita, CA 91321
(661) 799 - 8423, OTC@overlandtraffic.com



8/2018

WEST LA TIMP MAP AND PROJECT LOCATION

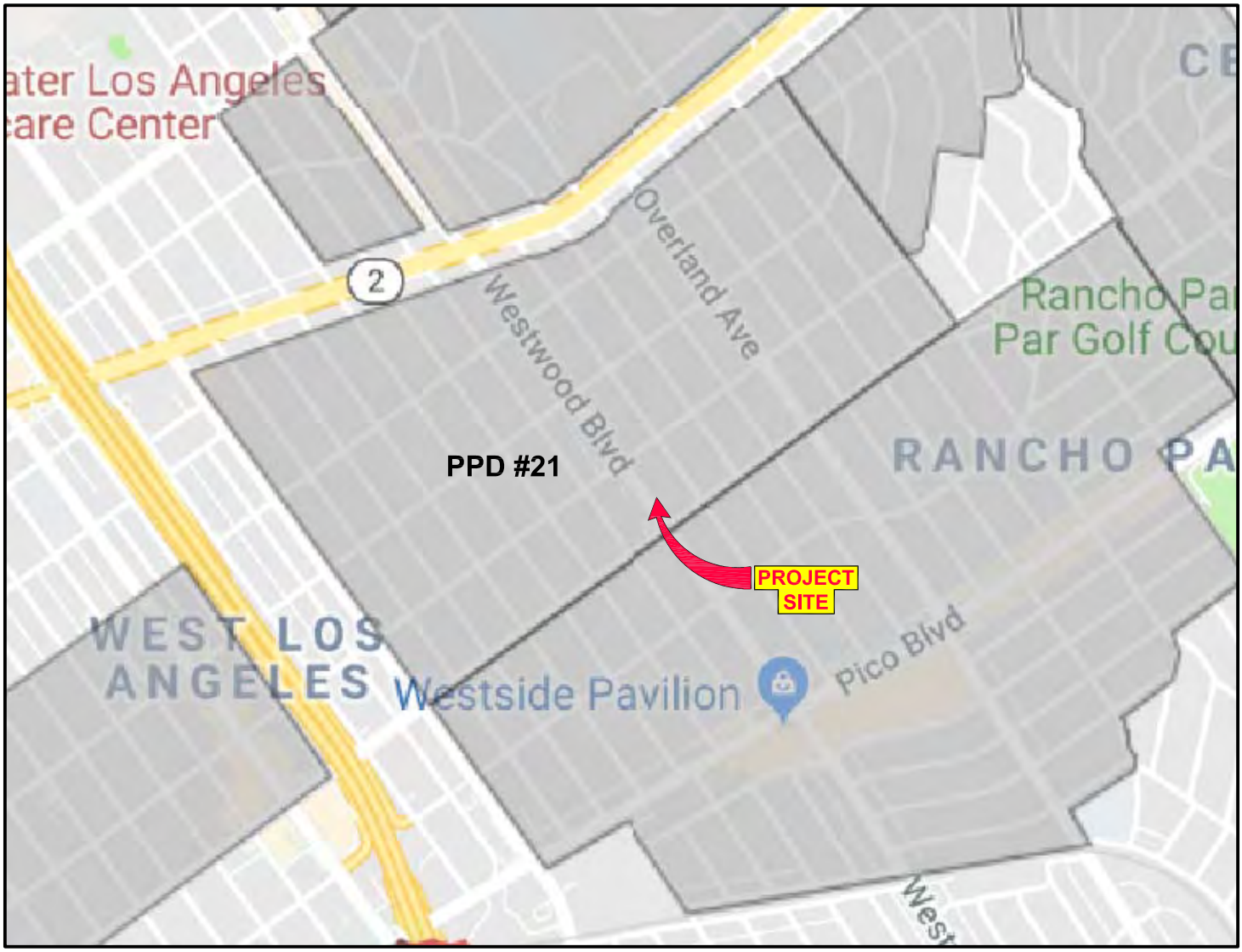
Overland Traffic Consultants, Inc.
24325 Main Street #202, Santa Clarita, CA 91321
(661) 799 - 8423, OTC@overlandtraffic.com



12/2017

WEST LOS ANGELES SPECIFIC PLAN AREA

Overland Traffic Consultants, Inc.
24325 Main Street #202, Santa Clarita, CA 91321
(661) 799 - 8423, OTC@overlandtraffic.com



8/2018

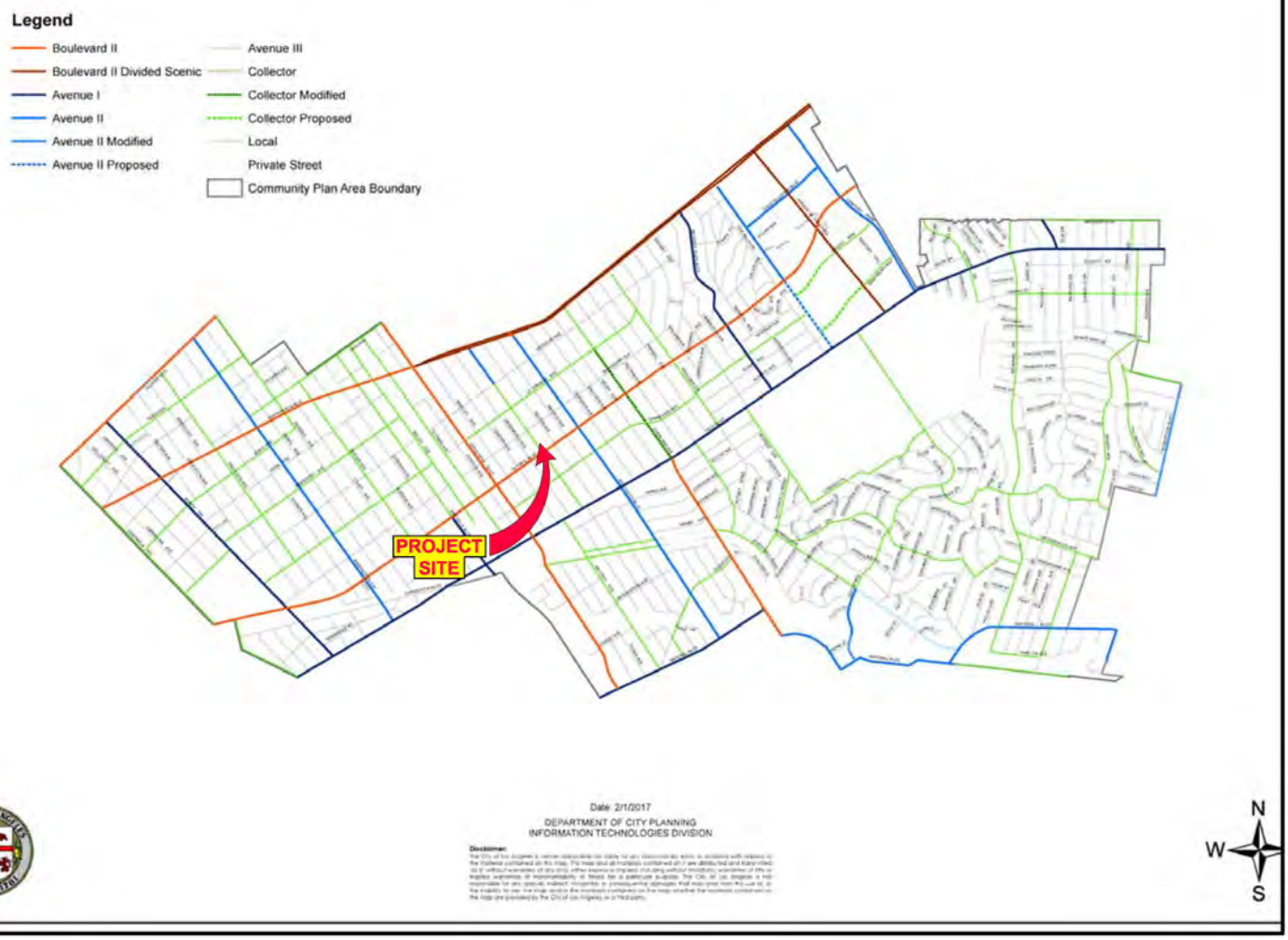
LADOT PREFERENTIAL PARKING (PPD) DISTRICT #21

Overland Traffic Consultants, Inc.
24325 Main Street #202, Santa Clarita, CA 91321
(661) 799 - 8423, OTC@overlandtraffic.com

APPENDIX C

CIRCULATION MAPS, STREET STANDARDS & INTERSECTION PHOTOS

WEST LOS ANGELES
CIRCULATION



8/2018

STREET DESIGNATION MAP AND PROJECT LOCATION

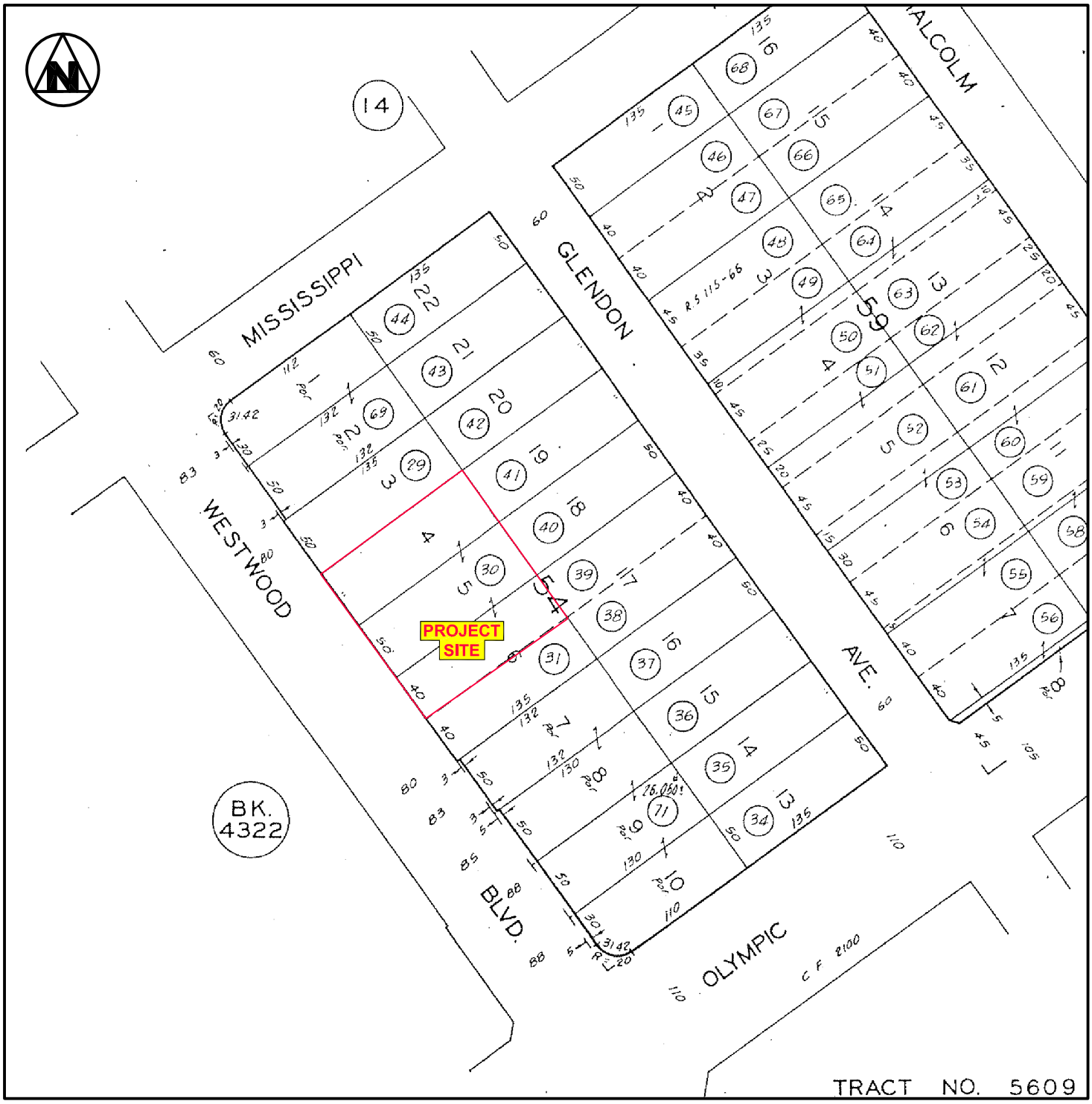
Overland Traffic Consultants, Inc.
24325 Main Street #202, Santa Clarita, CA 91321
(661) 799 - 8423, OTC@overlandtraffic.com



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PROJECT LIMITS

Overland Traffic Consultants, Inc.
24325 Main Street #202, Santa Clarita, CA 91321
(661) 799-8423 OTC@overlandtraffic.com

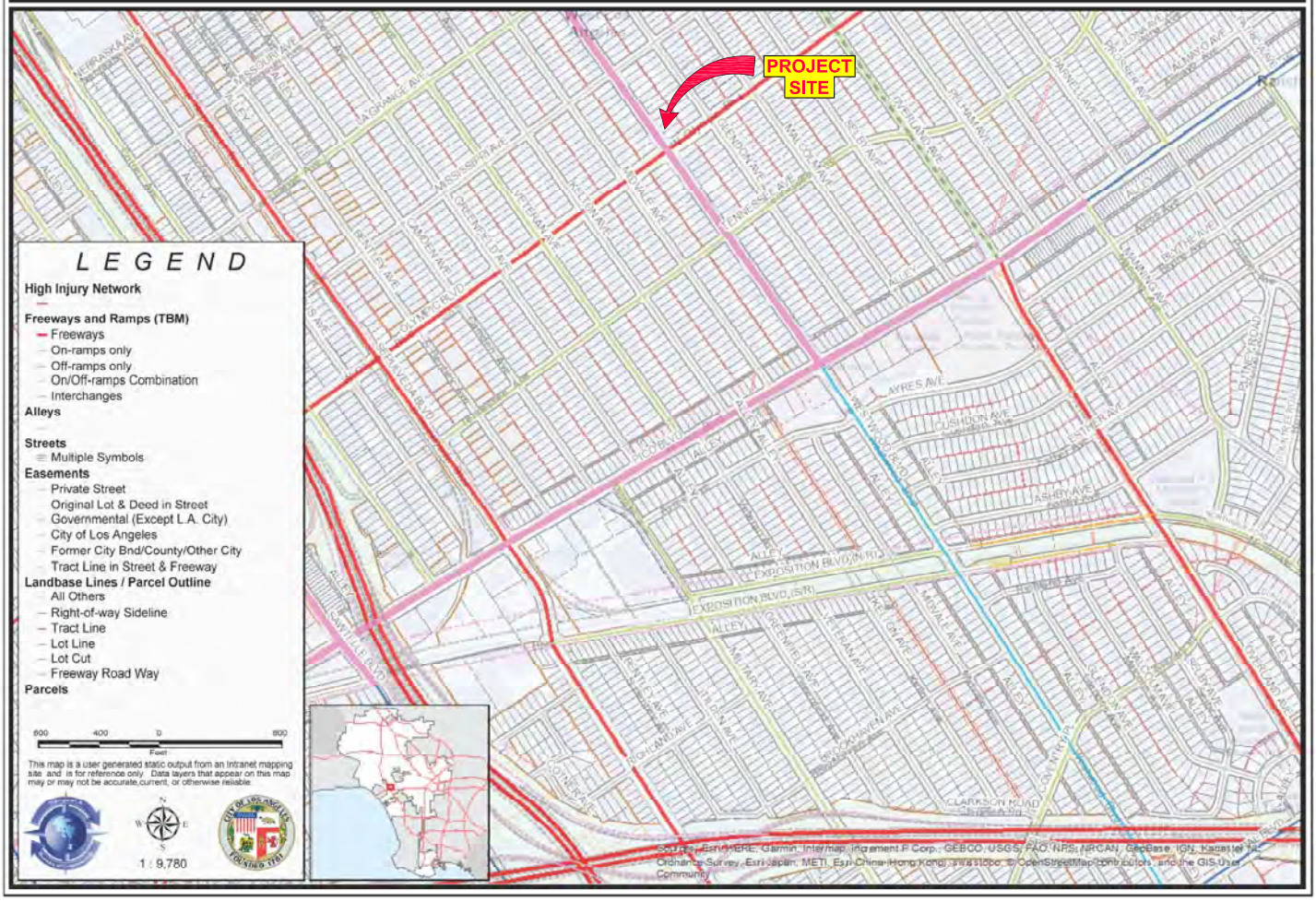


12/2017

PARCEL MAP LOCATION

Overland Traffic Consultants, Inc.
24325 Main Street #202, Santa Clarita, CA 91321
(661) 799 - 8423, OTC@overlandtraffic.com

NavigateLA Map

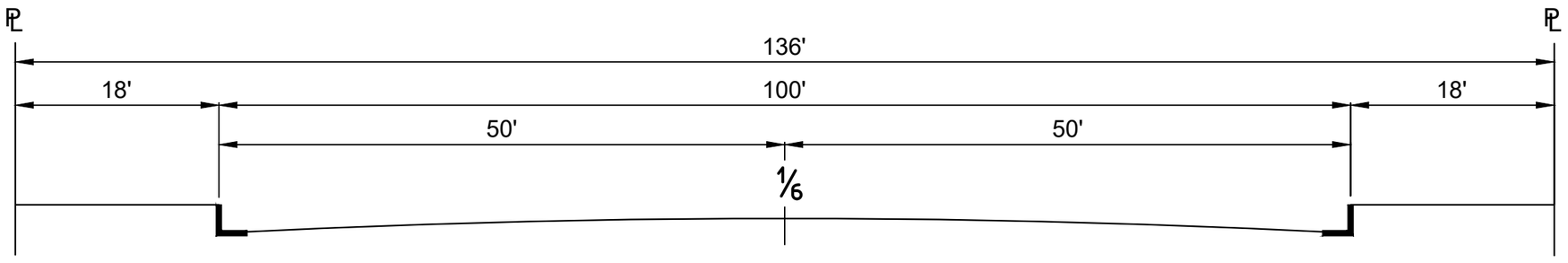


8/2018

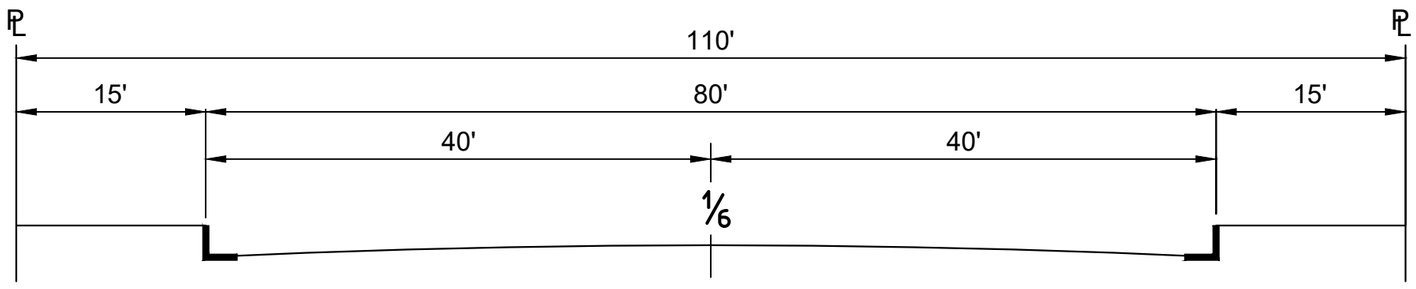
HIGH INJURY NETWORK MAP AND PROJECT LOCATION

Overland Traffic Consultants, Inc.
24325 Main Street #202, Santa Clarita, CA 91321
(661) 799 - 8423, OTC@overlandtraffic.com

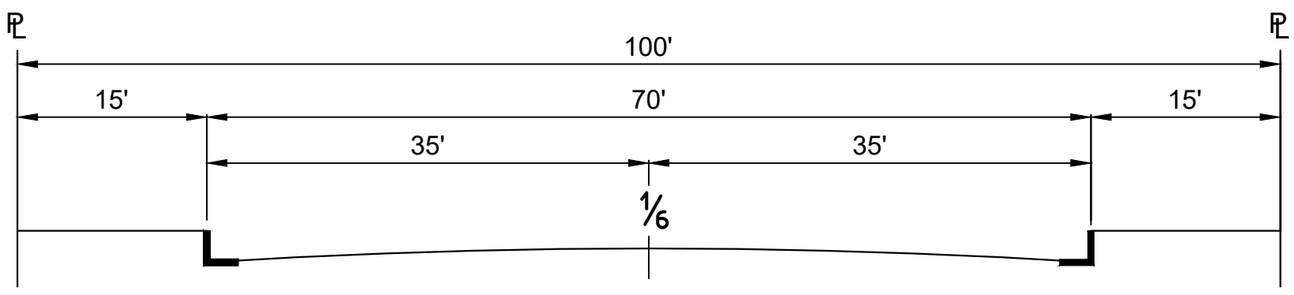
ARTERIAL STREETS



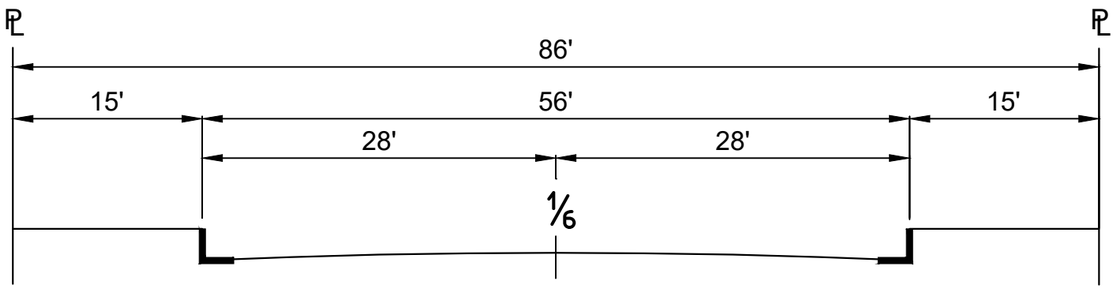
BOULEVARD I (MAJOR HIGHWAY CLASS I)



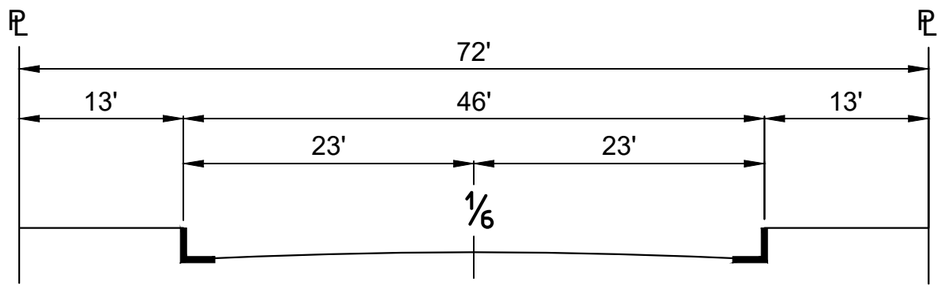
BOULEVARD II (MAJOR HIGHWAY CLASS II)



AVENUE I (SECONDARY HIGHWAY)



AVENUE II (SECONDARY HIGHWAY)



AVENUE III (SECONDARY HIGHWAY)

THIS STANDARD PLAN BECOMES EFFECTIVE CONCURRENT WITH THE ADOPTION OF THE MOBILITY PLAN 2035.

BUREAU OF ENGINEERING — DEPARTMENT OF PUBLIC WORKS — CITY OF LOS ANGELES

--- DRAFT --- STANDARD STREET DIMENSIONS

STANDARD PLAN
S-470-1

PREPARED

HAMID MADANI, P.E.
BUREAU OF ENGINEERING

CHECKED

RAFFI MASSABKI, P.E.
BUREAU OF ENGINEERING

SUBMITTED

SAMARA ALI-AHMAD, P.E. DATE
ENGINEER OF DESIGN
BUREAU OF ENGINEERING

KENNETH REDD, P.E. DATE
DEPUTY CITY ENGINEER

APPROVED

GARY LEE MOORE, P.E., ENV. SP. DATE
CITY ENGINEER

DEPARTMENT OF TRANSPORTATION DATE
GENERAL MANAGER

DIRECTOR OF PLANNING DATE

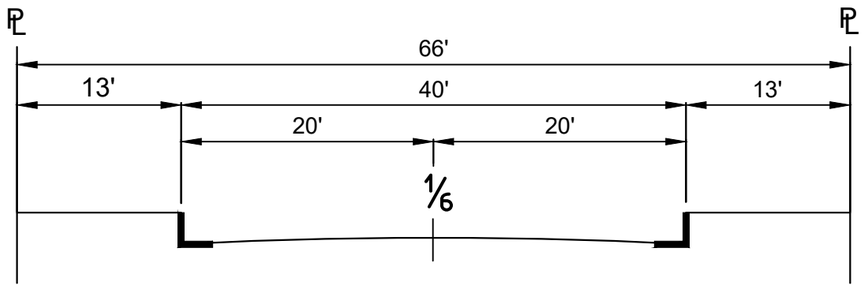
REGISTERED PROFESSIONAL ENGINEER
GARY LEE MOORE
No. C-49446
Exp.
CIVIL
STATE OF CALIFORNIA

SUPERSEDES	REFERENCES
D-22549 S-470-0	

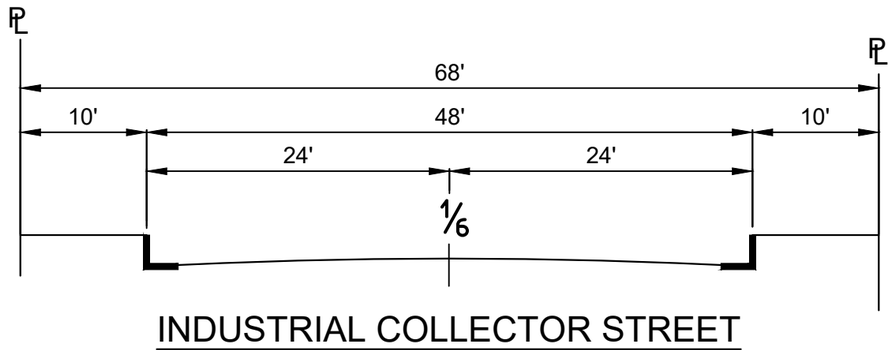
VAULT INDEX NUMBER:

SHEET 1 OF 4 SHEETS

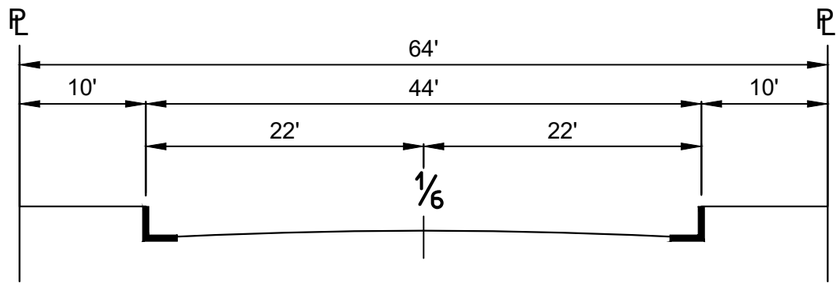
NON-ARTERIAL STREETS



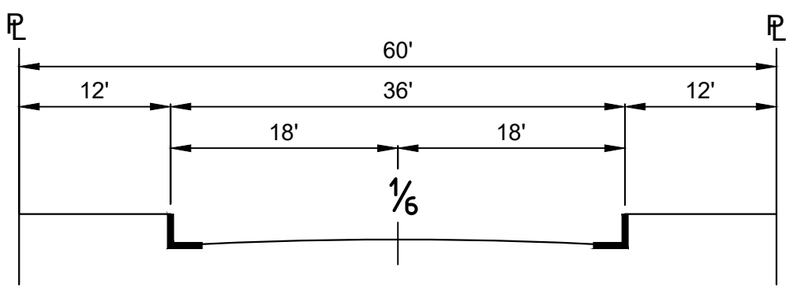
COLLECTOR STREET



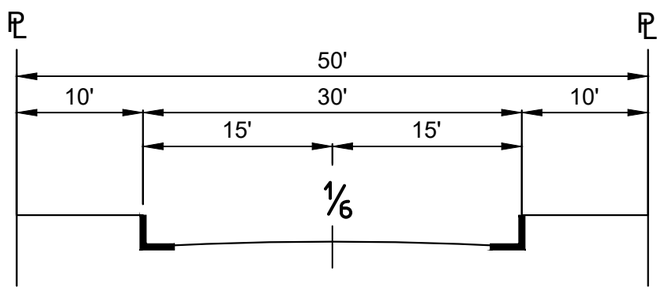
INDUSTRIAL COLLECTOR STREET



INDUSTRIAL LOCAL STREET

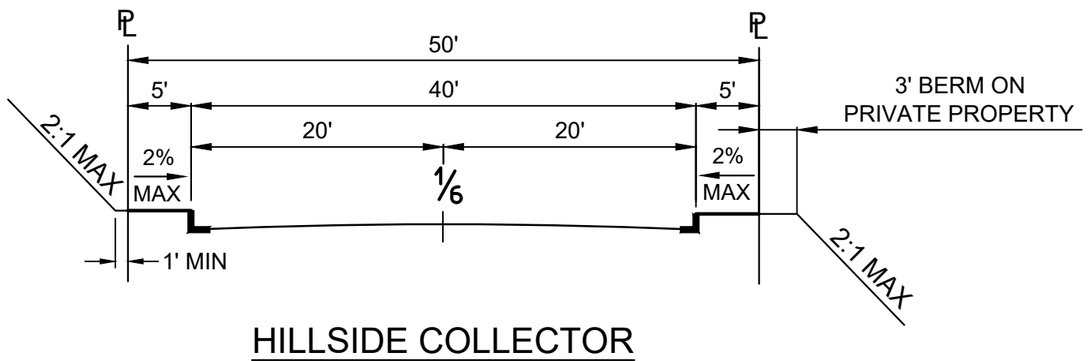


LOCAL STREET - STANDARD

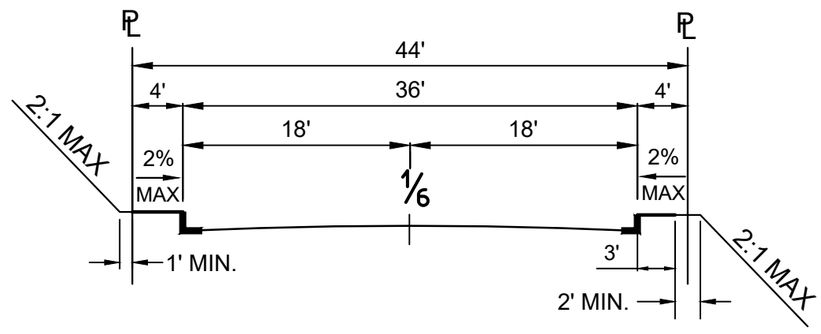


LOCAL STREET - LIMITED

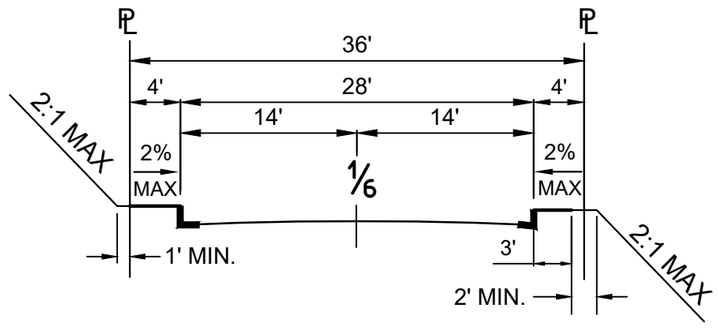
HILLSIDE STREETS



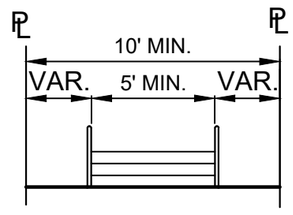
HILLSIDE COLLECTOR



HILLSIDE LOCAL



HILLSIDE LIMITED STANDARD

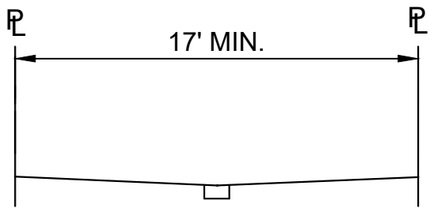


PUBLIC STAIRWAY

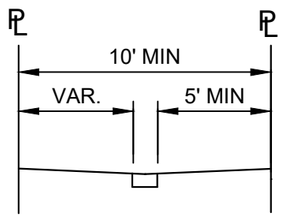
CONSTRUCTED IN ACCORDANCE WITH
BUREAU OF ENGINEERING STANDARD PLANS

STANDARD PLAN NO. S-470-1	VAULT INDEX NUMBER B-	SHEET 2 OF 4 SHEETS

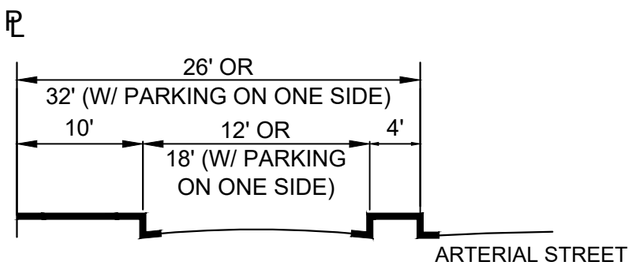
OTHER PUBLIC RIGHTS-OF-WAY



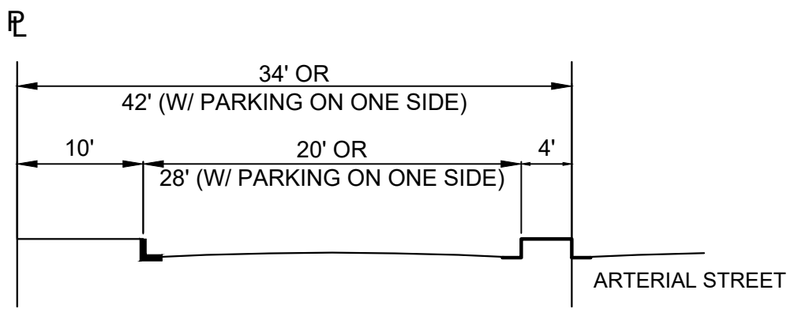
SHARED STREET



PEDESTRIAN WALKWAY

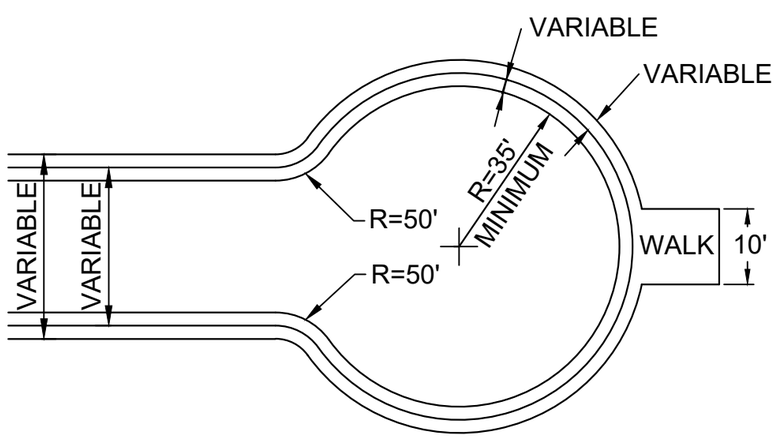


ONE-WAY SERVICE ROAD



BI-DIRECTIONAL SERVICE ROAD

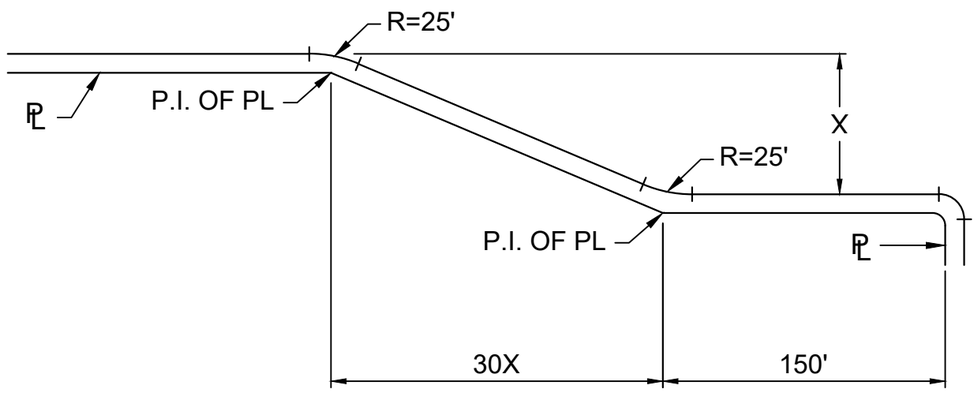
CUL-DE-SAC



MAY BE UNSYMMETRICAL
(PLAN VIEW)

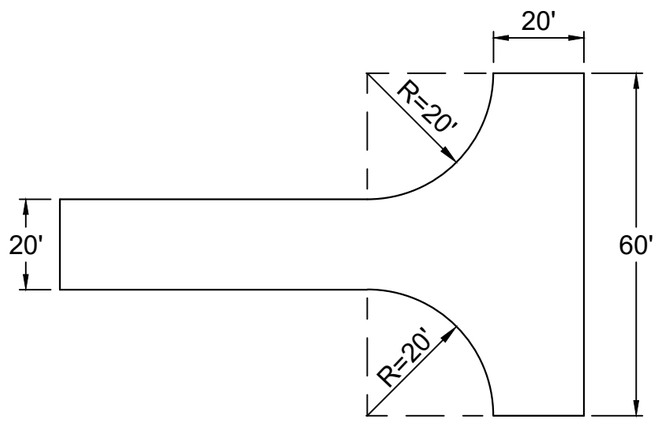
NOTE: FOR FIRE TRUCK CLEARANCE, NO OBSTRUCTION TALLER THAN 6" SHALL BE PERMITTED WITHIN 3FT. OF THE CURB. ON-STREET PARKING SHALL BE PROHIBITED.

TRANSITIONAL EXTENSIONS

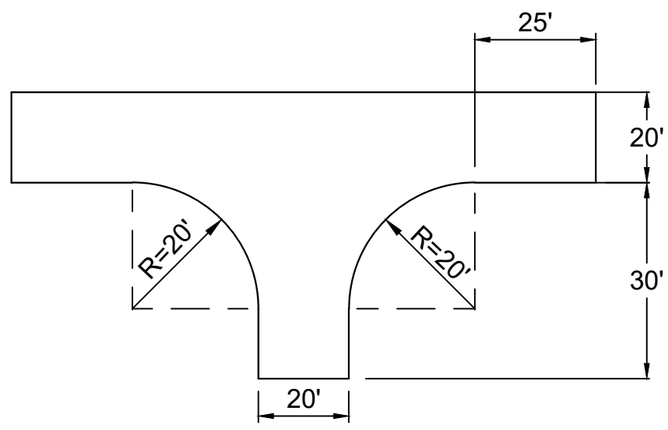


STANDARD FLARE SECTION
(PLAN VIEW)

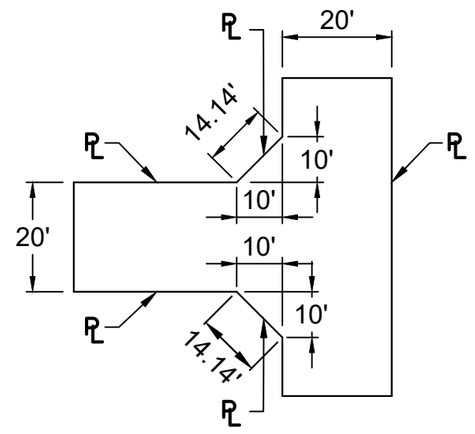
ALLEYS



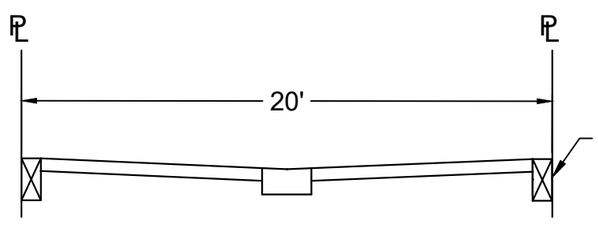
STANDARD TURNING AREA
(PLAN VIEW)



MINIMUM TURNING AREA
(PLAN VIEW)



STANDARD CUT CORNERS
FOR 90° INTERSECTION
(PLAN VIEW)



STANDARD CROSS-SECTION
(PLAN VIEW)

STANDARD PLAN NO. S-470-1	VAULT INDEX NUMBER B-	SHEET 3 OF 4 SHEETS

NOTES

1. CITY COUNCIL MAY, BY ORDINANCE, ADOPT SPECIFIC STANDARDS FOR INDIVIDUAL STREETS THAT DIFFER FROM THESE OFFICIAL STANDARD STREET DIMENSIONS. COMMUNITY PLANS AND SPECIFIC PLANS SHOULD BE REVIEWED FOR FOOTNOTES, INSTRUCTIONS AND/OR MODIFIED STREET DIMENSIONS THAT WOULD REQUIRE STANDARDS DIFFERENT THAN THOSE INDICATED ON THIS STANDARD PLAN.

2. FOR ADDITIONAL GUIDANCE AS TO THE USE OF THE ROADWAY AND SIDEWALK AREA, PLEASE REFER TO THE COMPLETE STREET DESIGN GUIDE AND MANUALS.

3. FOR DISCRETIONARY PROJECTS REQUIRING ACTION FROM THE DEPARTMENT OF CITY PLANNING (PLANNING), PLANNING MAY INCLUDE SPECIFIC INFORMATION AS TO THE DESIGN AND UTILIZATION OF THE SIDEWALK AREA.

4. WHERE A DESIGNATED ARTERIAL CROSSES ANOTHER DESIGNATED ARTERIAL STREET AND THEN CHANGES IN DESIGNATION TO A STREET OF LESSER STANDARD WIDTH, THE ARTERIAL SHALL BE TAPERED IN A STANDARD FLARE SECTION ON BOTH SIDES, AS ON SHEET 3, TO MEET THE WIDTH OF LESSER DESIGNATION AND PROVIDE AN ORDERLY TRANSITION.

5. PRIVATE STREET DEVELOPMENT SHOULD CONFORM TO THE STANDARD PUBLIC STREET DIMENSIONS SHOWN ON THE SHEET, WHERE APPROPRIATE. VARIATIONS MAY BE APPROVED ON A CASE-BY-CASE BASIS BY THE CITY.

6. FIFTY-FOOT CURB RADII (INSTEAD OF THE STANDARD 35' CURB RADII) SHALL BE PROVIDED FOR CUL-DE-SACS IN INDUSTRIAL AREAS. SEE CUL-DE-SAC ILLUSTRATION FOR FURTHER DESIGN STANDARDS.

7. ALLEYS SHALL BE A MINIMUM OF 20' IN WIDTH AND INTERSECTIONS AND/OR DEAD-END TERMINUSES SHALL BE DESIGNED TO CONFORM TO THE ALLEY ILLUSTRATIONS INCLUDED HEREIN.

8. FOR INTERSECTIONS OF STREETS, THE FOLLOWING DEDICATIONS SHALL APPLY;
   A. INTERSECTIONS OF ARTERIAL STREETS WITH ANY OTHER STREET: 15' X 15' CUT CORNER OR 20' CURVED CORNER RADIUS.
   B. INTERSECTIONS ON NON-ARTERIAL AND/OR HILLSIDE STREETS: 10' X 10' CUT CORNER OR 15' CURVED CORNER RADIUS.

9. STREETS THAT ARE ACCOMPANIED BY A PARALLEL FRONTAGE AND/OR SERVICE ROAD ARE DEEMED TO MEET THE STREET STANDARDS SET FORTH HEREIN AND THE DEDICATION REQUIREMENT SHALL BE NO MORE THAN IS NECESSARY TO BRING THE ABUTTING SIDEWALK DIMENSION INTO COMPLIANCE WITH THE STREET STANDARD.

10. DUE TO THEIR UNIQUE CHARACTER AND DIMENSIONS ALL STREETS DESIGNATED AS DIVIDED ARE CONSIDERED TO HAVE MET THEIR STREET STANDARD AND THE DEDICATION SHALL BE NO MORE THAN IS NECESSARY TO BRING THE ABUTTING SIDEWALK DIMENSION COMPLIANT WITH THE STREET STANDARD.

11. THE DIMENSION OF ANY MEDIAN, DIVIDED STRIP AND/OR TRANSIT WAY SHALL BE INCLUDED WHEN DETERMINING THE RIGHT-OF-WAY DIMENSION.

12. THE LOCATION OF THE DRAINAGE GUTTER IS NOT RESTRICTED TO THE CENTER OF THE SHARED STREET AND CAN BE PLACED WHERE NECESSARY AS APPROVED BY THE CITY.

13. A SHARED STREET SHALL PROVIDE A DEDICATED PEDESTRIAN ACCESS ROUTE.

Westwood Boulevard and Olympic Boulevard



90 45 0 90

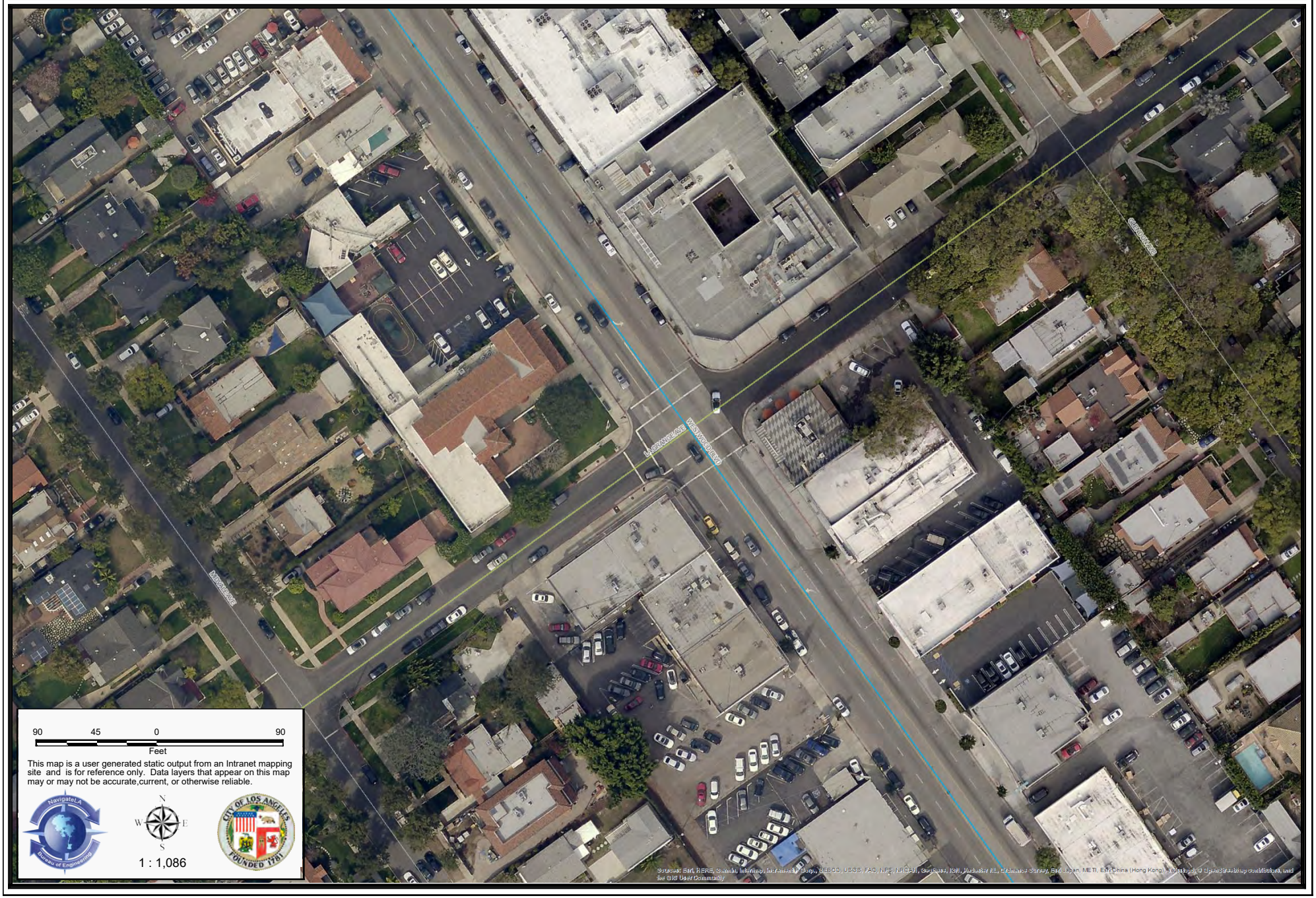
Feet

This map is a user generated static output from an Intranet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate,current, or otherwise reliable.

N W E S

1 : 1,086

Westwood Boulevard and La Grange Avenue



Westwood Boulevard and Santa Monica Boulevard



90 45 0 90
Feet

This map is a user generated static output from an Intranet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate,current, or otherwise reliable.

N
W E
S

1 : 1,086

Olympic Boulevard and Overland Avenue



Olympic Boulevard and Veteran Avenue



90 45 0 90
Feet

This map is a user generated static output from an Intranet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate,current, or otherwise reliable.

N
W E
S

1 : 1,086

Westwood Boulevard and Pico Boulevard



90 45 0 90

Feet

This map is a user generated static output from an Intranet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate,current, or otherwise reliable.

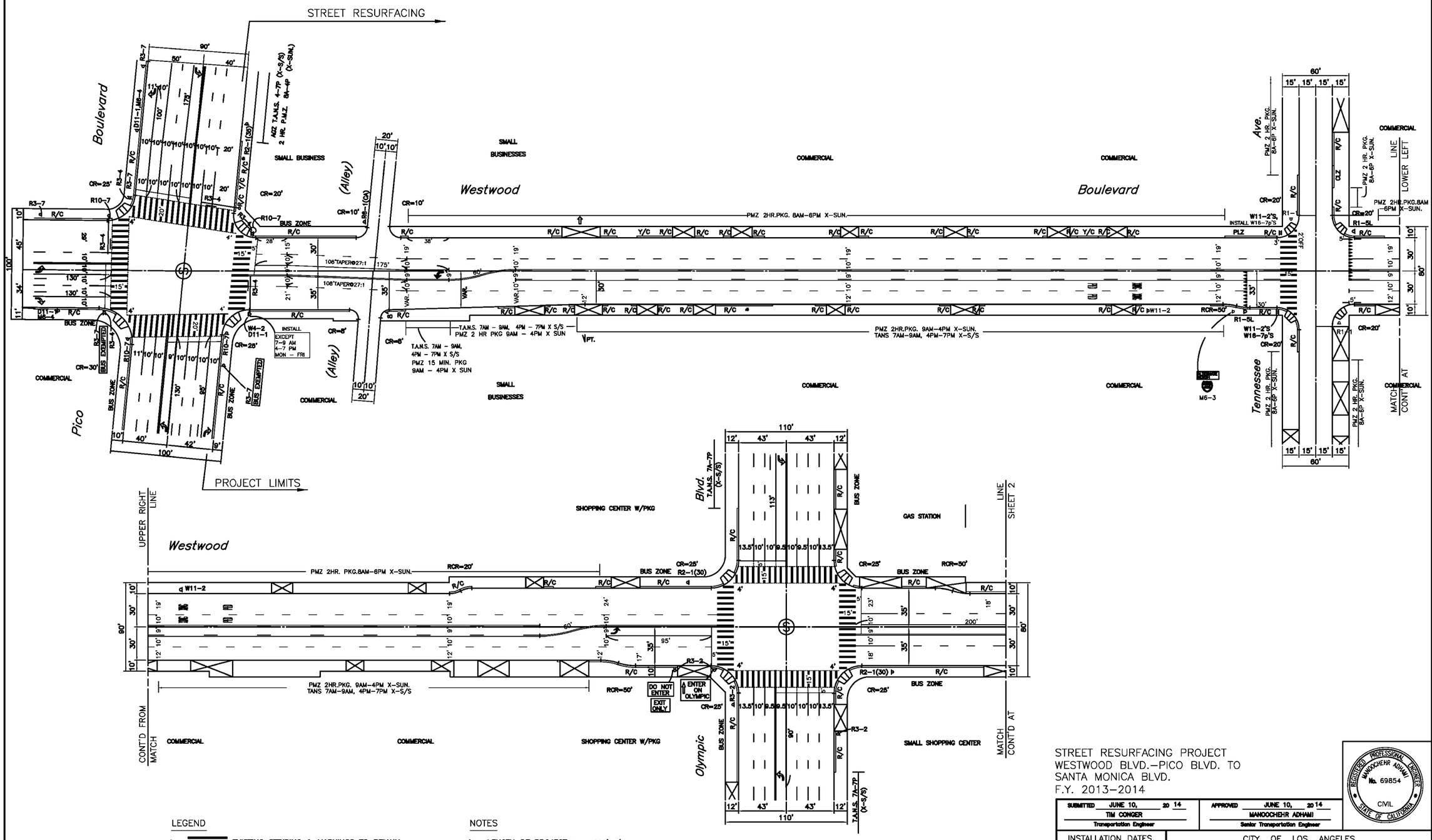
NavigateLA Bureau of Engineering

N W E S

1 : 1,086

CITY OF LOS ANGELES FOUNDED 1781

Source: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, © OpenStreetMap contributors, and the GIS User Community



LEGEND

1. EXISTING STRIPING & MARKINGS TO REMAIN
   EXISTING STRIPING & MARKINGS TO BE REMOVED
   PROPOSED STRIPING & MARKING
2. EXISTING SIGNS ▸ PROPOSED SIGN
3. SIGNALIZED INTERSECTION
4. EXISTING RED CURB
   PROPOSED RED CURB

NOTES

1. LENGTH OF PROJECT : 4,290' ±
2. PAINT REMOVAL REQUIRED.

SCALE: 1"=40'

STREET RESURFACING PROJECT
WESTWOOD BLVD.–PICO BLVD. TO
SANTA MONICA BLVD.
F.Y. 2013–2014

REGISTERED PROFESSIONAL ENGINEER
MANOOCHEHR ADHAMI
No. 69854
CIVIL
STATE OF CALIFORNIA

SUBMITTED JUNE 10, 2014
TIM CONGER
Transportation Engineer

APPROVED JUNE 10, 2014
MANOOCHEHR ADHAMI
Senior Transportation Engineer

INSTALLATION DATES
MARKOUT BEGAN:
MARKOUT COMPLETED:
STRIPING COMPLETED:
References:

CITY OF LOS ANGELES
DEPARTMENT OF TRANSPORTATION
JON KIRK MUKRI – GENERAL MANAGER

WESTWOOD BOULEVARD
PICO BLVD. TO SANTA MONICA BLVD.

Thomas Guide	District
632–C6	W

PROJECT NO. PRC11004 | DRAWING NO. A–6565 | 1/3

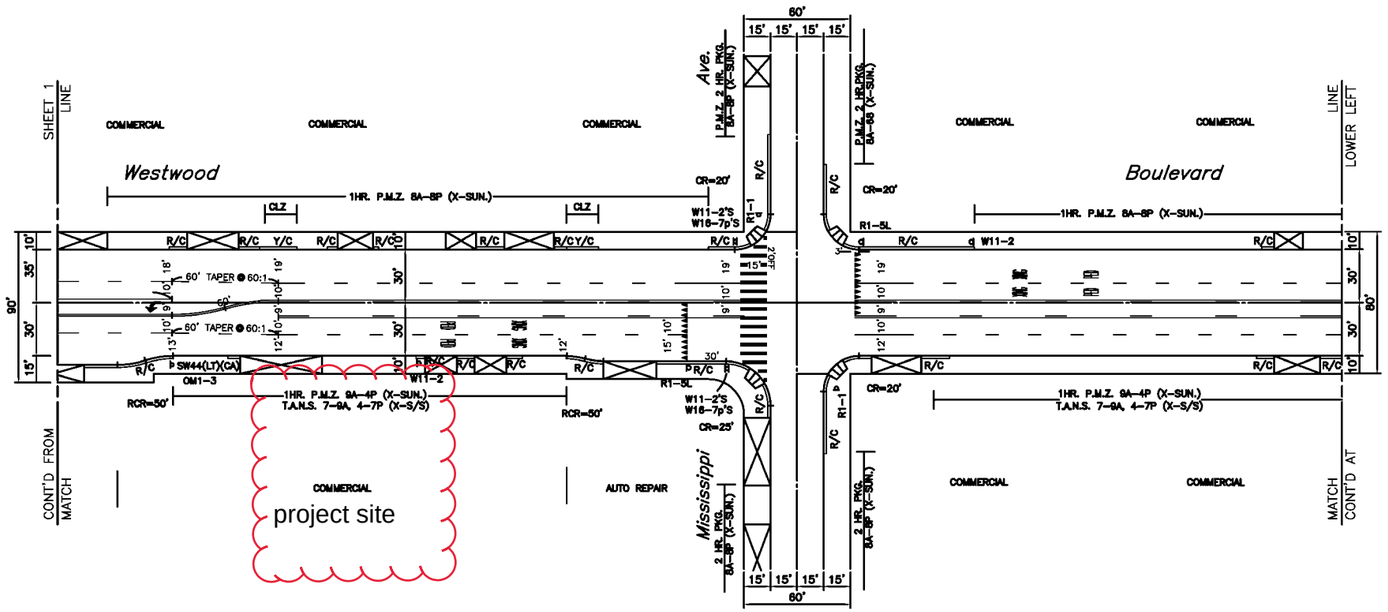
BY	DATE	REVISION DESCRIPTION	NO.
T.C.	6-10-2014	PRINCIPAL T.E.	DATE
R.G.	6-5-2014	T.E./SR. T.E.	
DISTRICT ENGINEER			
S.M.	5-28-2014		

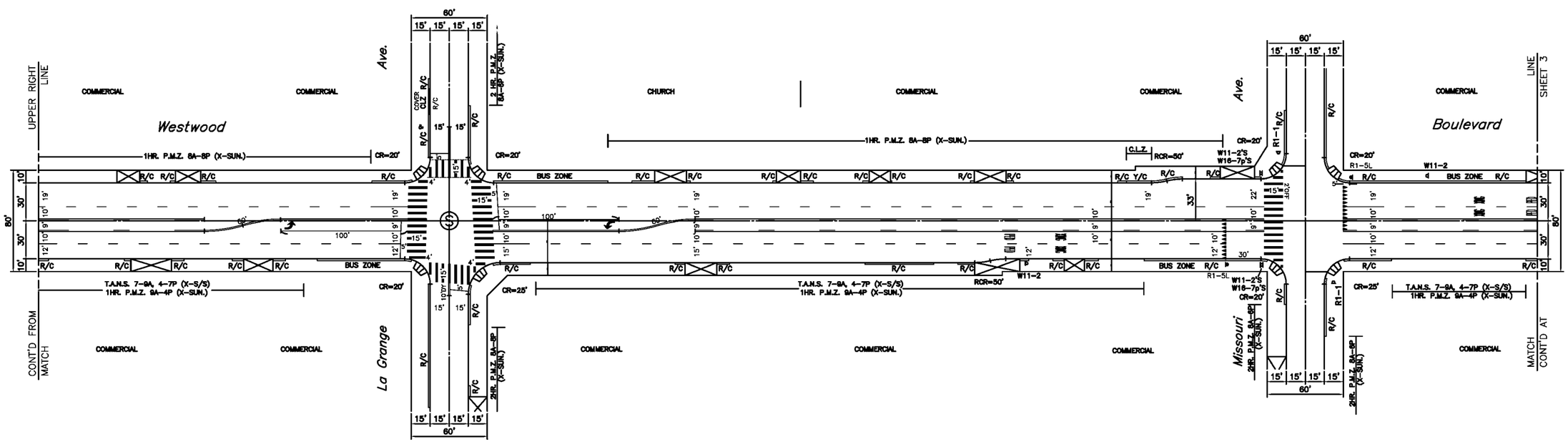
BASE | CHECK | DESIGN

1"=20' ORIGINAL MAP SCALE 1"=40'
20 10 0 20 40 60 80 100 FEET
40 20 0 40 80 120 160 200 FEET

SCALES | HORIZ. 1"= | VERT. 1"=

SHEET | INDEX NUMBER





SCALE: 1"=40'

INSTALLATION DATES	CITY OF LOS ANGELES
MARKOUT BEGAN:	DEPARTMENT OF TRANSPORTATION
MARKOUT COMPLETED:	JON KIRK MUKRI, GENERAL MANAGER
STRIPING COMPLETED:	WESTWOOD BOULEVARD
References:	PICO BLVD. TO SANTA MONICA BLVD.

Thomas Guide	District	PROJECT NO.	DRAWING NO.	
532–B1	E.V.	PRC11004	A–6565	2 / 3

1"=20' ORIGINAL MAP SCALE 1"=40'	20 10 0 20 40 60 80 100 FEET 40 20 0 40 80 120 160 200 FEET	SCALES	HORIZ. 1"=40' VERT.	SHEET	INDEX NUMBER

NO.	REVISION DESCRIPTION	DATE	BY

BASE / CHECK / DESIGN

SUPERVISOR / DISTRICT / SIGNALS

T.E./SR. T.E. / PRINCIPAL T.E.

DATE / BY

APPENDIX D

TRANSIT ROUTES



8/2018

METRO TRANSIT SYSTEM MAP AND PROJECT LOCATION

Overland Traffic Consultants, Inc.
24325 Main Street #202, Santa Clarita, CA 91321
(661) 799 - 8423, OTC@overlandtraffic.com

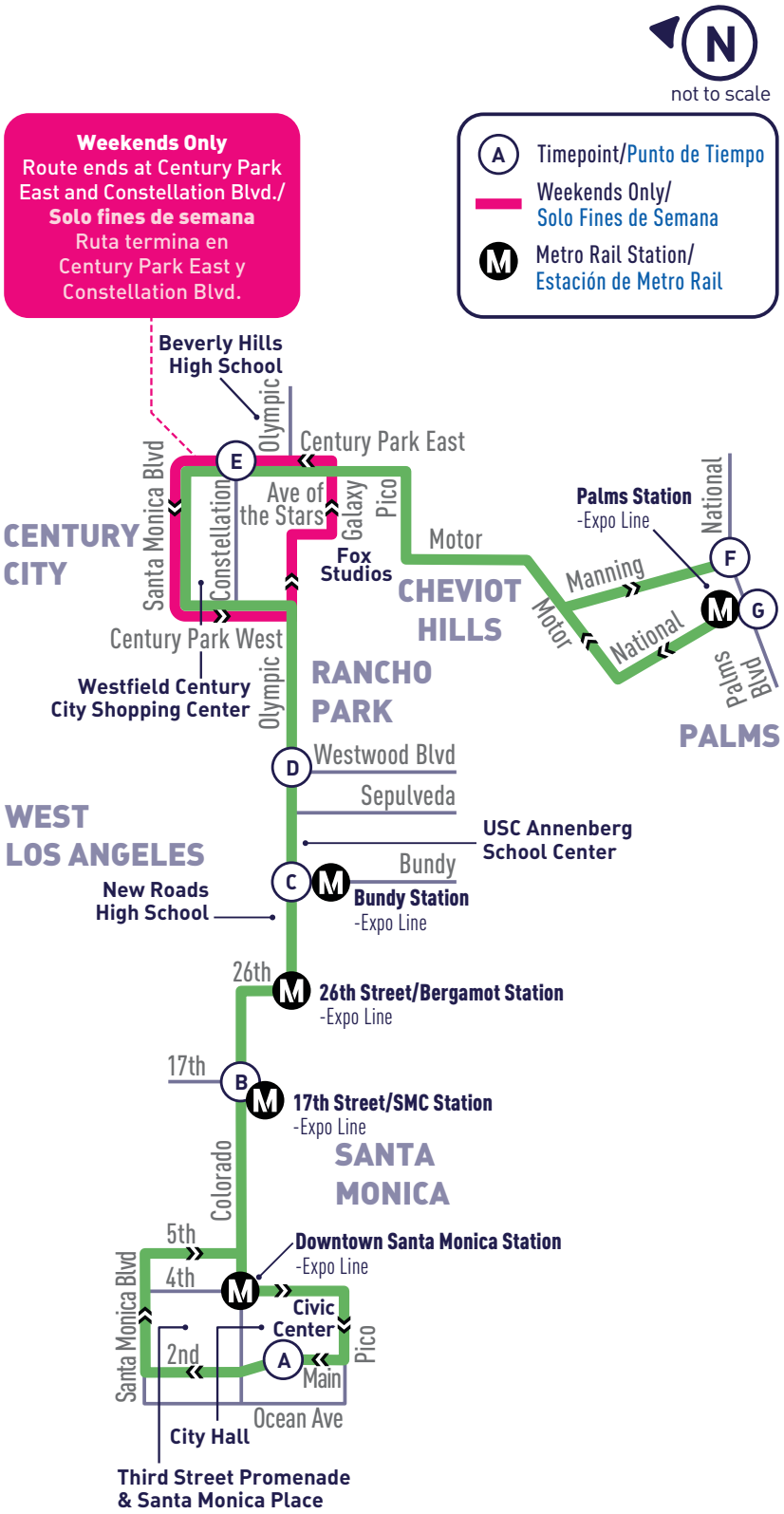


big blue bus SYSTEM MAP

Effective February 21, 2016

OLYMPIC BLVD – CENTURY CITY

5



EFFECTIVE DATE: FEBRUARY 18, 2018

PICO BLVD

7



EFFECTIVE DATE: FEBRUARY 18, 2018

PICO BLVD

rapid

7



EFFECTIVE DATE: FEBRUARY 18, 2018

UCLA/WESTWOOD & OCEAN PARK BLVD

8

HILGARD TERMINAL

Buses stop here on weekdays only 7am to 8pm.
Autobuses paran aquí solo entre semana de 7am a 8pm.

ROUTE 8 ARRIVALS AT WESTWOOD STATION
LLEGADAS DE LA RUTA 8 A LA ESTACIÓN DE WESTWOOD

From Westwood Blvd. & Pico Blvd., subtract one minute for northbound trip times and add one minute for southbound trip times./Desde Westwood Blvd. & Pico Blvd., reste un minuto para viajes en dirección norte y agregue un minuto para los viajes hacia el sur.



C.E.Y./P2 HUB

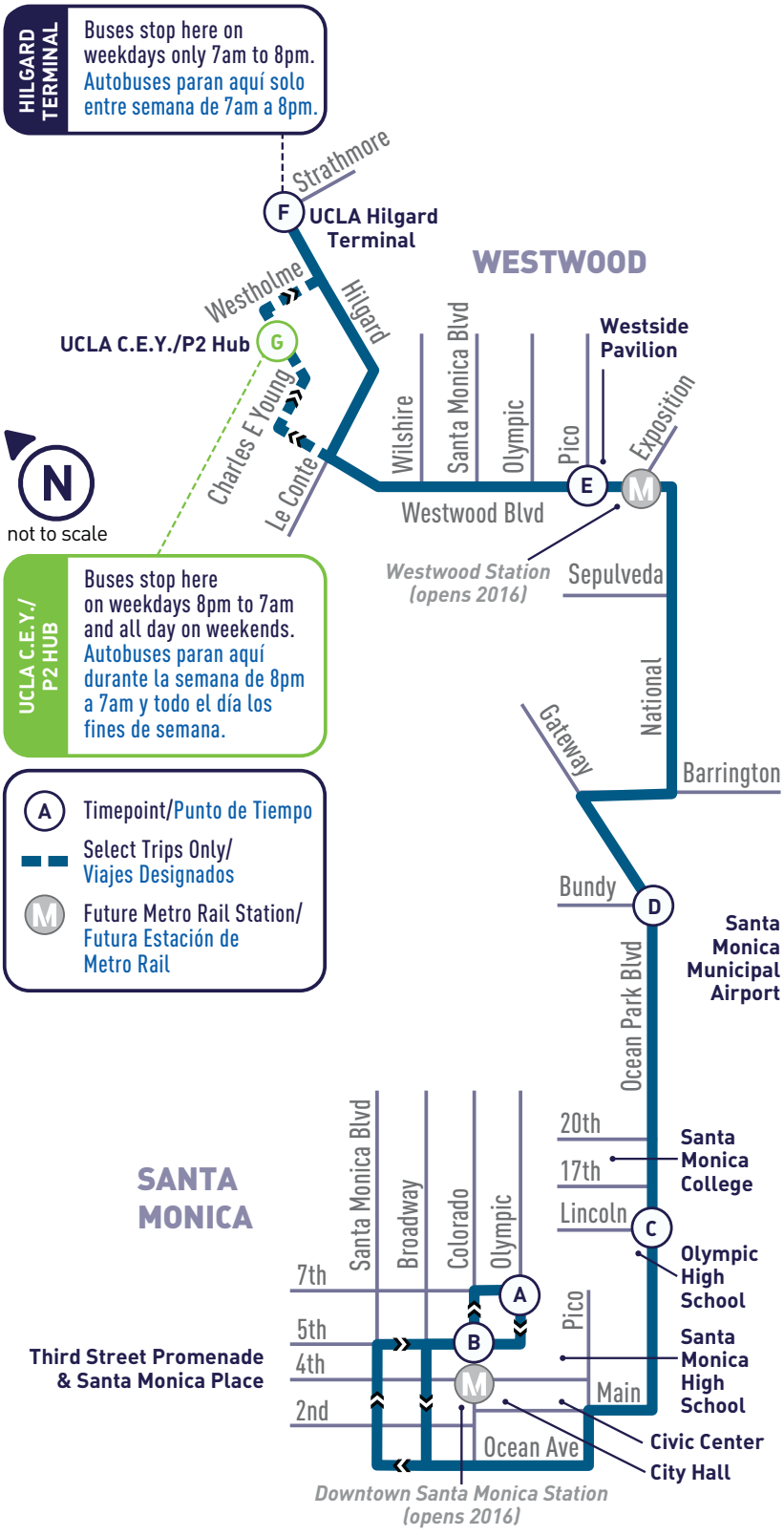
Buses stop here on weekdays 8pm to 7am and all day on weekends.
Autobuses paran aquí entre semana de 8pm a 7am y todo el día los fines de semana.

- A — Timepoint/Punto de Tiempo
- Select Trips Only/Viajes Designados
- M — Metro Rail Station/Estación de Metro Rail

EFFECTIVE DATE: FEBRUARY 18, 2018

OCEAN PARK BLVD

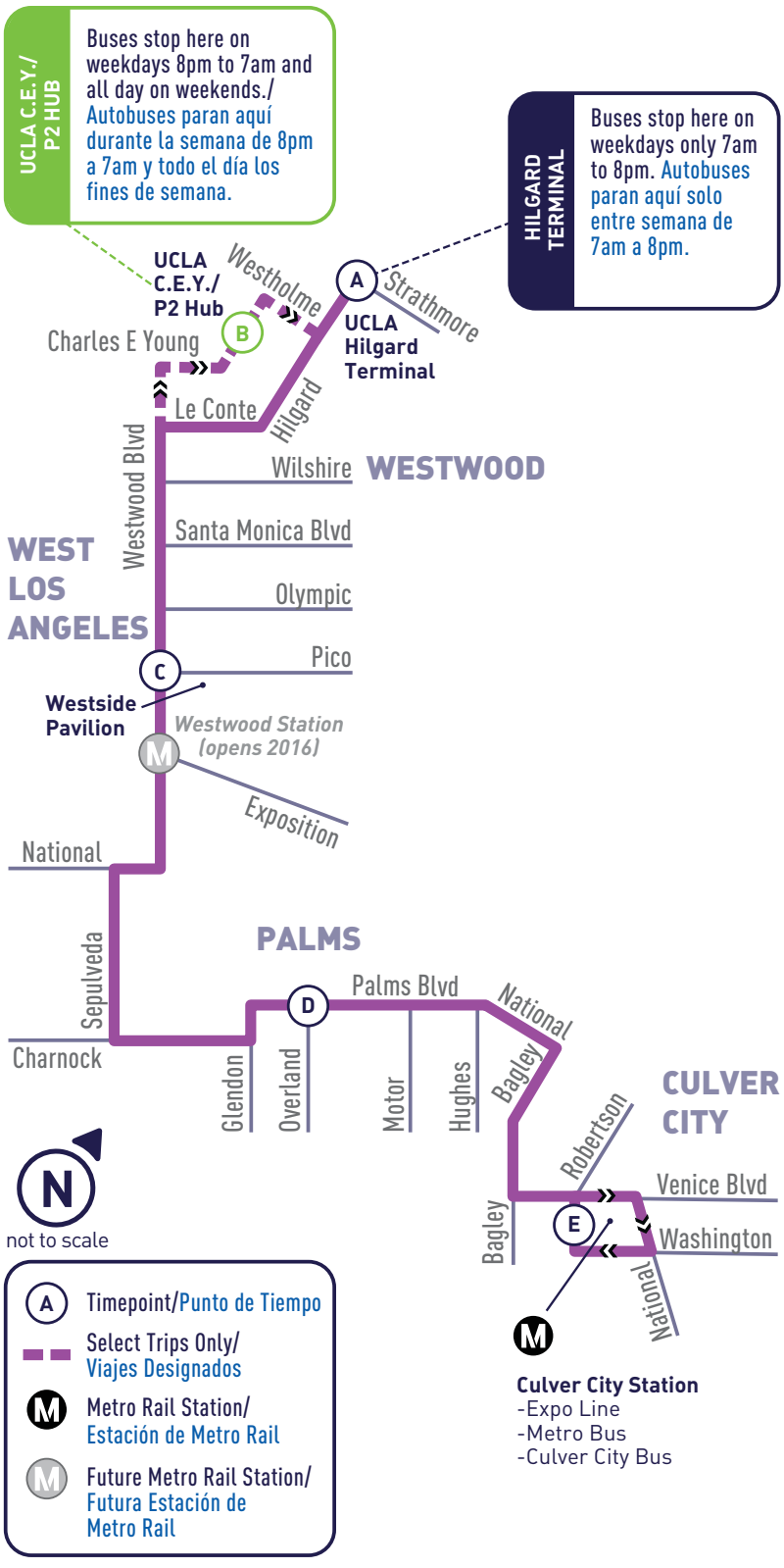
8



EFFECTIVE DATE: FEBRUARY 21, 2016

UCLA/WESTWOOD TO EXPO

12

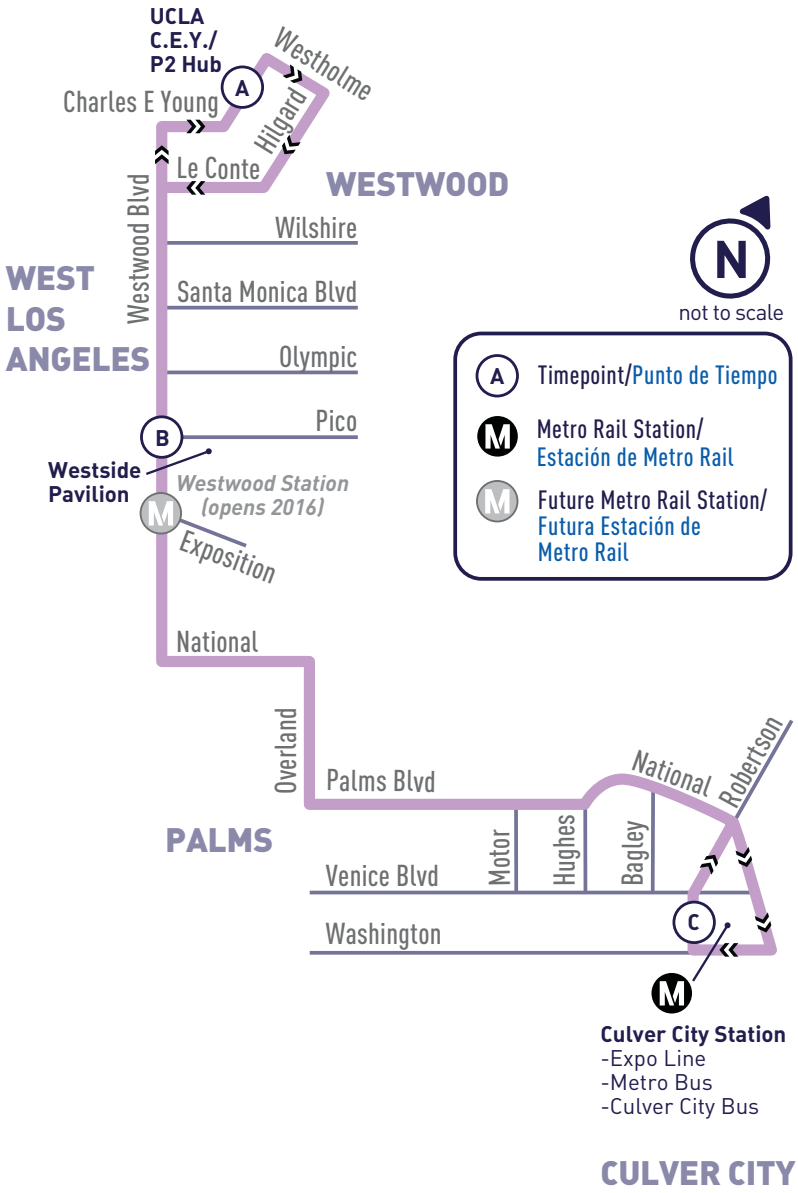


EFFECTIVE DATE: FEBRUARY 21, 2016

UCLA/WESTWOOD TO EXPO

rapid

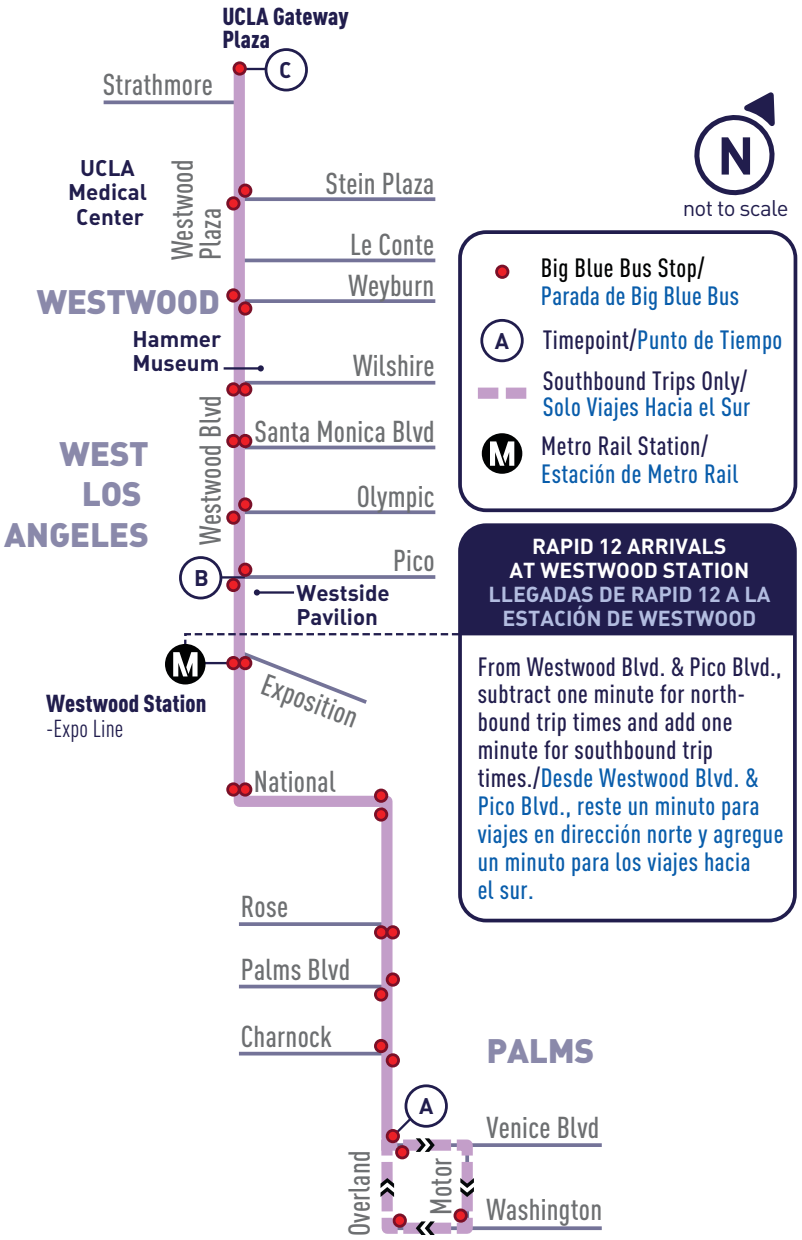
12



EFFECTIVE DATE: FEBRUARY 21, 2016

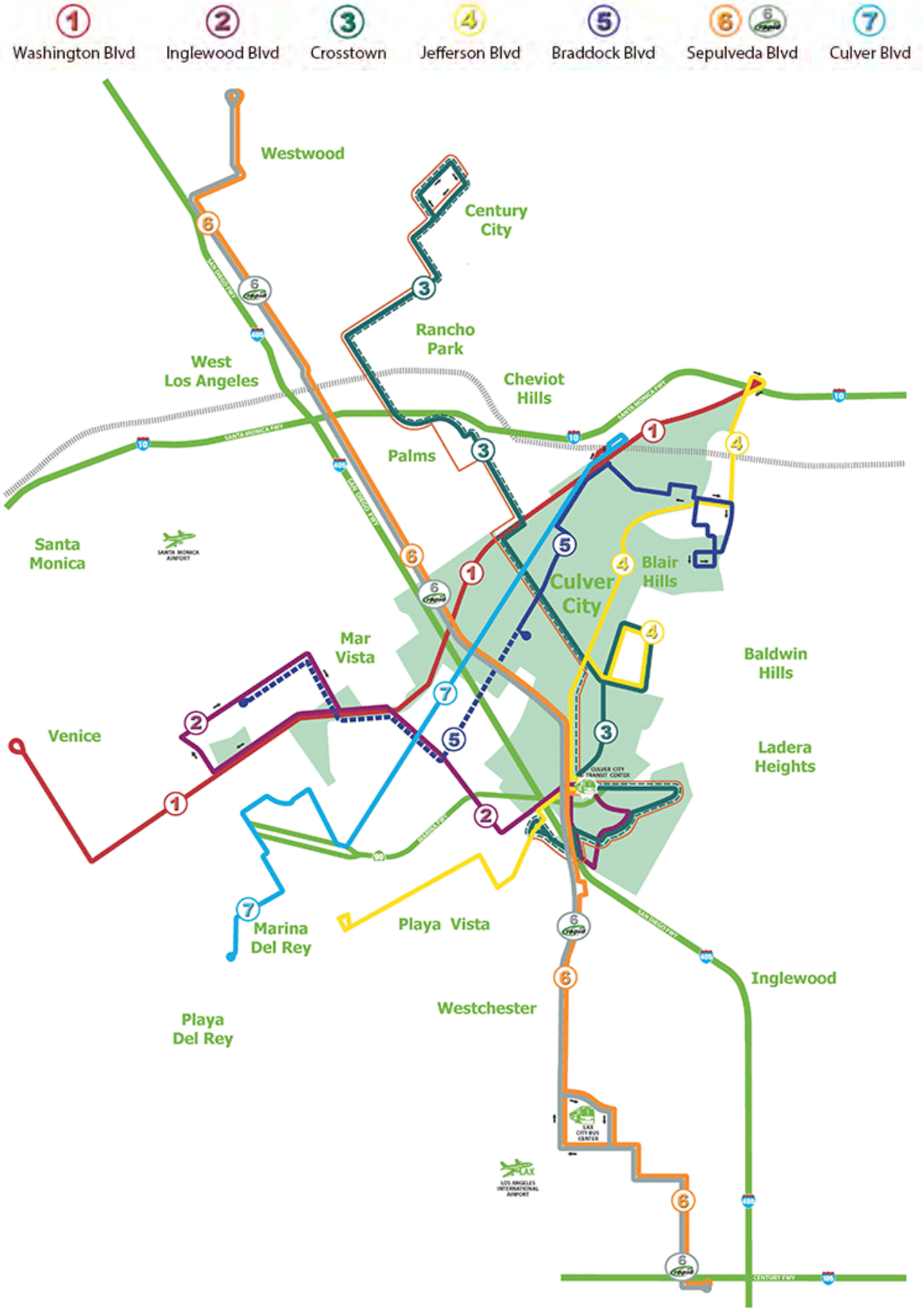
UCLA/WESTWOOD & OVERLAND AVE

rapid 12



EFFECTIVE DATE: FEBRUARY 18, 2018

MAPS, BUS STOPS & SCHEDULES



When getting onto a Culver CityBus, please have the exact fare ready.



rapid 6 operates weekdays only.
Sorry, no weekend or holiday service

rapid 6 sólo funciona los días de semana.
Lo sentimos, no hay servicio los fines de semana o días festivos

rapid 6
Peak Hour Service
Servicio de Horas Pico

First and Last Bus Departure Times
every 15-20 minutes
Horas de Salida Para el Primer y Último Autobús
rapid 6 cada 15-20 minutos

Northbound (NB)
Leaving from Green Line Station
Norte - Saliendo del Green Line Station

5:45 AM (first/primer AM bus)
9:47 AM (last/último AM bus)

2:56 PM (first/primer PM bus)
6:59 PM (last/último PM bus)

Southbound (SB)
Leaving from UCLA
Sur - Saliendo de UCLA

6:30 AM (first/primer AM bus)
9:02 AM (last/último AM bus)

1:35 PM (first/primer PM bus)
8:02 PM (last/último PM bus)

Line 6 rapid Stop Locations:
Paradas de la Línea 6 rapid

Metro Green Line Station
LAX City Bus Center
Sepulveda/Manchester
Sepulveda/Centinela
Sepulveda/Playa
Sepulveda/Sawtelle
Sepulveda/Washington
Sepulveda/Venice
Sepulveda/Palms
Sepulveda/National
NB Sepulveda/ELRS*
SB Sepulveda/Pico (ELRS*)
Sepulveda/Santa Monica
Westwood/Lindbrook
Westwood/Weyburn
UCLA- Medical Plaza
UCLA- Gateway Plaza

rapid 6
Mid-Day Service
Servicio de Mediodía

NORTHBOUND

GreenLine	LAX	Sepulveda & Playa	Sepulveda & Palms	Sepulveda & ELRS*	UCLA Gateway Plaza
10:12AM	10:21AM	10:32AM	10:43AM	10:48AM	11:07AM
10:42	10:51	11:02	11:13	11:18	11:37
11:12	11:21	11:32	11:43	11:48	**12:07PM**
11:42	11:51	**12:02PM**	**12:13PM**	**12:18PM**	**12:37**
12:12PM	**12:21PM**	**12:33**	**12:44**	**12:49**	**1:09**
12:42	**12:51**	**1:03**	**1:14**	**1:19**	**1:39**
1:12	**1:21**	**1:33**	**1:44**	**1:49**	**2:09**
1:42	**1:51**	**2:03**	**2:14**	**2:19**	**2:39**
2:12	**2:21**	**2:33**	**2:44**	**2:49**	**3:09**
2:42	**2:51**	**3:03**	**3:14**	**3:19**	**3:39**

SOUTHBOUND

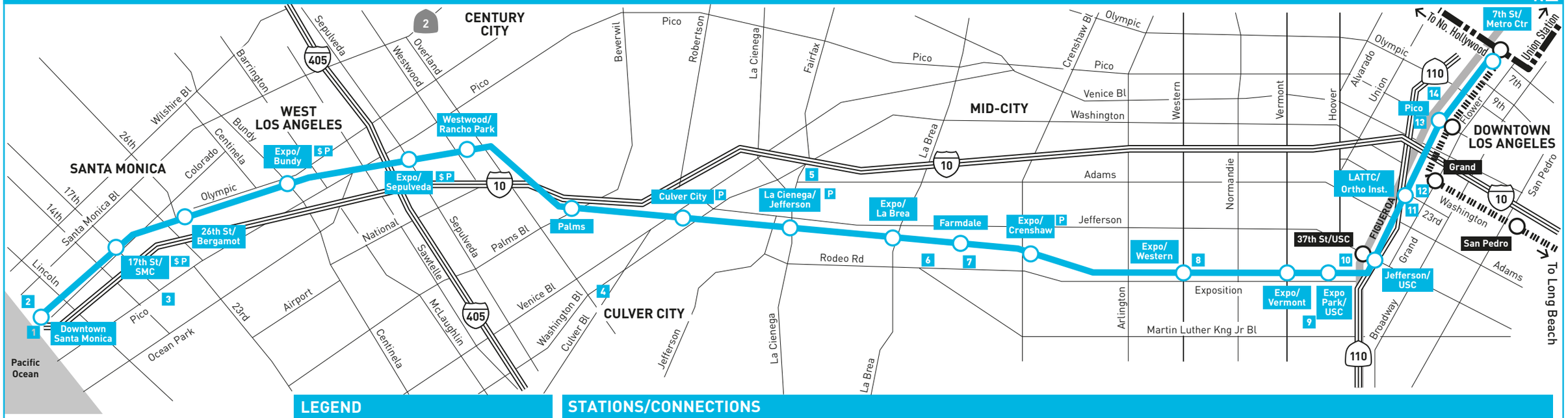
UCLA Gateway Plaza	Sepulveda & Pico (ELRS*)	Sepulveda & Palms	Sepulveda & Slauson	LAX	GreenLine
9:31AM	9:48AM	9:52AM	10:04AM	10:18AM	10:31AM
10:01	10:18	10:22	10:34	10:48	11:01
10:31	10:48	10:52	11:04	11:18	11:31
10:55	11:12	11:16	11:28	11:42	11:55
11:25	11:43	11:47	**12:00PM**	**12:14PM**	**12:28PM**
11:55	**12:13PM**	**12:17PM**	**12:30**	**12:44**	**12:58**
12:25PM	**12:43**	**12:47**	**1:01**	**1:15**	**1:29**
12:55	**1:13**	**1:17**	**1:31**	**1:45**	**1:59**
1:20	**1:38**	**1:42**	**1:56**	**2:10**	**2:24**

Times are approximate and may vary due to traffic and weather conditions.
Times shown are subject to change without notice.

Los tiempos son aproximados y pueden variar debido a tráfico y condiciones de clima.
Los tiempos demostrados son conforme a cambio sin aviso.

*ELRS Expo Light Rail Station

ROUTE MAP



MAP NOTES

1. **Santa Monica Pier & Esplanade**
2. **Third Street Promenade**
3. **Santa Monica College**
4. **Downtown Culver City/ Sony Studios**
5. **Washington/Fairfax Transit Hub**
6. **Rancho Cienega Sports Complex**
7. **Dorsey High School**
8. **Foshay Learning Center**
9. **LA Memorial Coliseum, California Science Center, Natural History Museum**
10. **Galen Center/USC**
11. **Orthopaedic Hospital**
12. **LA Trade Tech College**
13. **LA Convention Center**
14. **STAPLES Center/L.A. LIVE**

LEGEND

- Metro Expo Line & Stations
- Metro Blue Line
- Metro Red/Purple Line
- Metro Silver Line
- Metro Rail Stations
- # Map Note (see insert)
- Freeway
- P Free Parking
- $P Paid Parking

AVTA	Antelope Valley Transit Authority
BBB	Santa Monica Big Blue Bus
C	Culver City Bus
CE	LADOT Commuter Express
LD	LADOT DASH
M	Montebello
OCTA	Orange County Transportation Authority
SC	Santa Clarita Transit
T	Torrance Transit

STATIONS/CONNECTIONS

Downtown Santa Monica
Metro Local 4, 534; **Metro Rapid** 704, 720; **BBB Local** 1, 2, 3, 7, 8, 9, 18; **BBB Rapid** 7, 10

17th St/SMC **PAID PARKING**
BBB 41, 42, 44

26th St/Bergamot
BBB 5, 16, 43

Bundy **PAID PARKING**
BBB Local 5, 7; **BBB Rapid** 7, 10, 14, 15

Expo/Sepulveda **PAID PARKING**
Metro Local 234; **Metro Rapid** 734; **Metro Express** 788; **BBB Local** 7, 17; **BBB Rapid** 7; **C Local** 6; **C Rapid** 6

Westwood/Rancho Park
BBB 8, 12; **C**3

Palms
BBB 5, 17

Culver City **FREE PARKING**
Metro Local 17, 33; **Metro Rapid** 733; **BBB Local** 12; **BBB Rapid** 12; **C**1, 7; **CE** 437

La Cienega/ Jefferson **FREE PARKING**
Metro Local 38, 105, 217; **Metro Rapid** 705; **C**4; Baldwin Hills Parklands Shuttle "The Link"

Expo/La Brea
Metro Local 38, 212, 312; **LD** Crenshaw

Farmdale
Metro Local 38

Expo/Crenshaw **FREE PARKING**
Metro Local 38, 210; **Metro Rapid** 710, 740; **LD** Midtown

Expo/Western
Metro Local 102, 207; **Metro Rapid** 757

Expo/Vermont
Metro Local 102, 204; **Metro Rapid** 754; **Metro Express** 550; **LD** F

Expo Park/USC
Metro Local 81, 102, 200; **Metro Express** 442, 460, 550, 910/950X; **CE** 438, 448; **LD** F, King East Southeast; **OCTA** 701, 721; **T**4 Express

Jefferson/USC
Metro Local 38, 81, 102, 200, **Metro Express** 442; **LD** F, King-East

LATTC/Ortho Institute
Metro Silver Line; **Metro Local** 37, 38, 55, 81, 355, 603; **Metro Express** 460; **LD** F, King-East; **OCTA** 701, 724; **T**4

Pico
Metro Rail Blue Line; **Metro** Silver Line; **Metro Local** 30, 81, 330; **Metro Express** 442, 460; **LD** F; **CE** 419, 422, 423, 438, 448; **OCTA** 701, 721; **T**4

7th Street/ Metro Center
Metro Rail Red Line, Purple Line, Blue Line; **Metro** Silver Line; **Metro Local** 14, 16, 17, 18, 20, 37, 51, 52, 53, 55, 60, 62, 66, 70, 71, 76, 78, 79, 81, 316, 351, 355, 378; **Metro Rapid** 720, 760, 770; **Metro Express** 442, 460, 487, 489; **AVTA** 785; **BBB** 10; **CE** 409, 422, 423, 431, 437, 438, 448, 534; **FT** Silver Streak, 493, 497, 498, 499, 699; **LD** A, B, E, F; **M** 40, 50, 341, 342; **OCTA** 701, 721; **SCT** 799; **T**4

189396



8/2018

METRO RAIL SYSTEM MAP AND PROJECT LOCATION

Overland Traffic Consultants, Inc.
24325 Main Street #202, Santa Clarita, CA 91321
(661) 799 - 8423, OTC@overlandtraffic.com



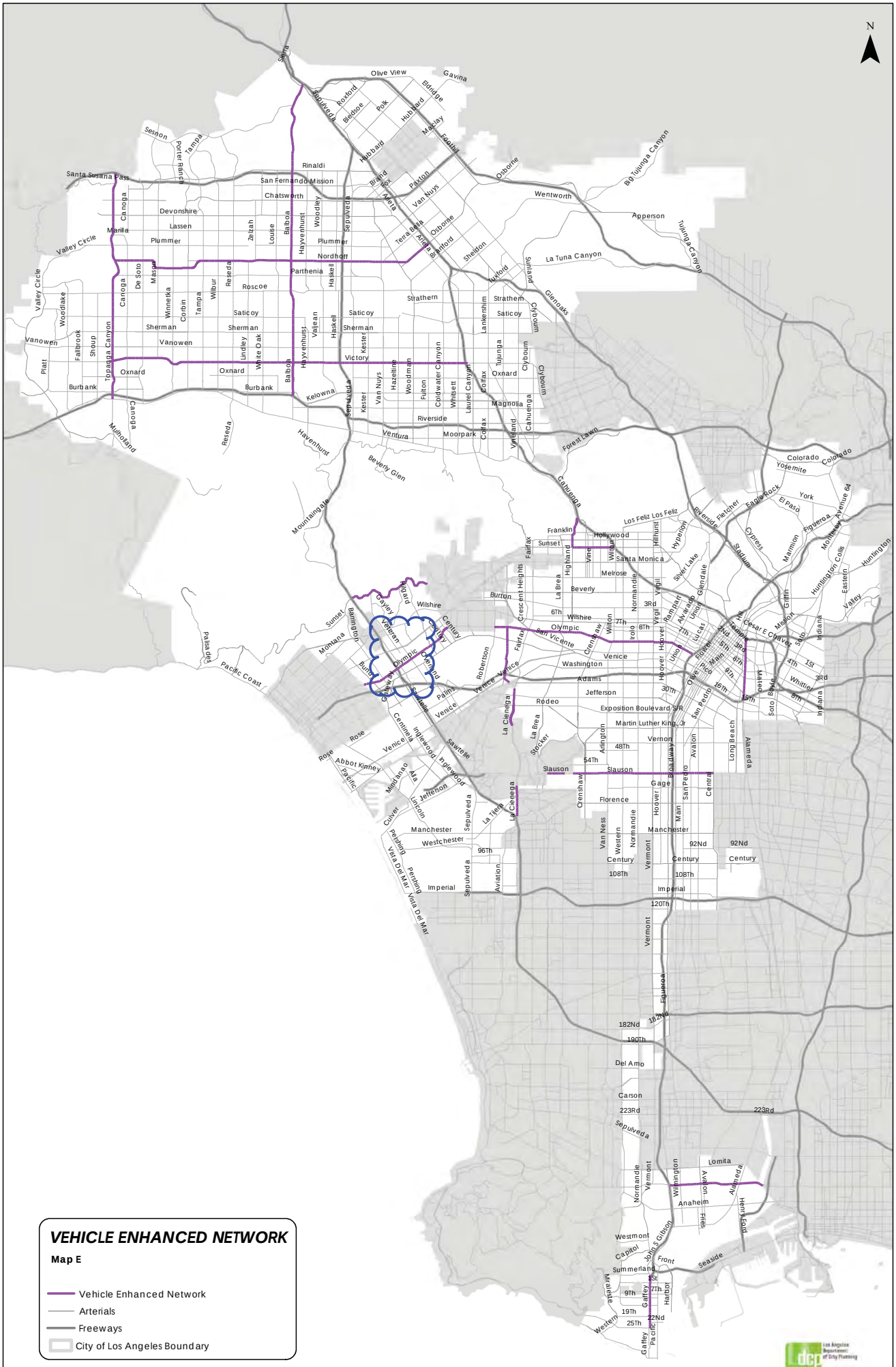
8/2018

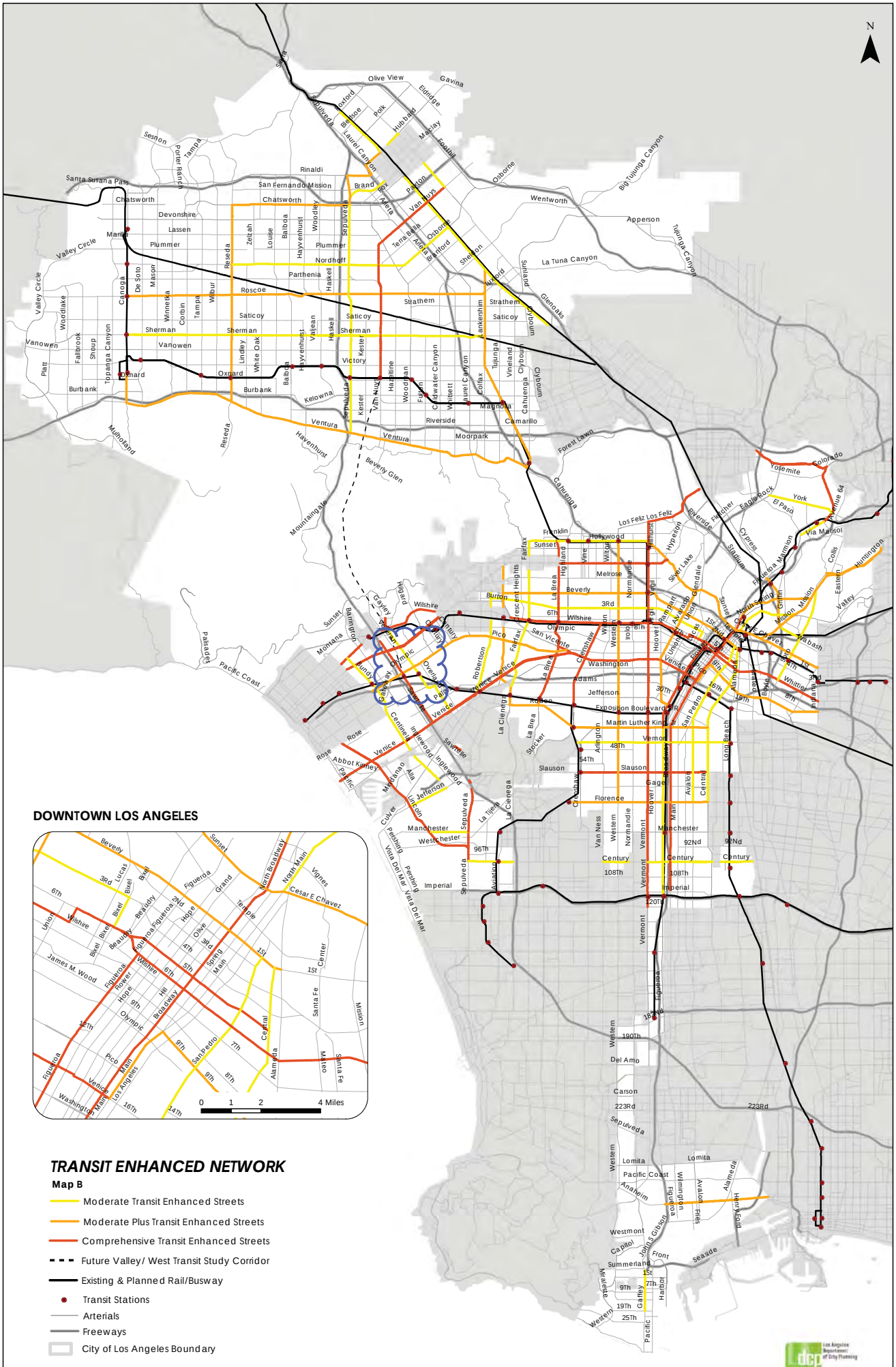
METRO RAIL SYSTEM MAP AND PROJECT LOCATION

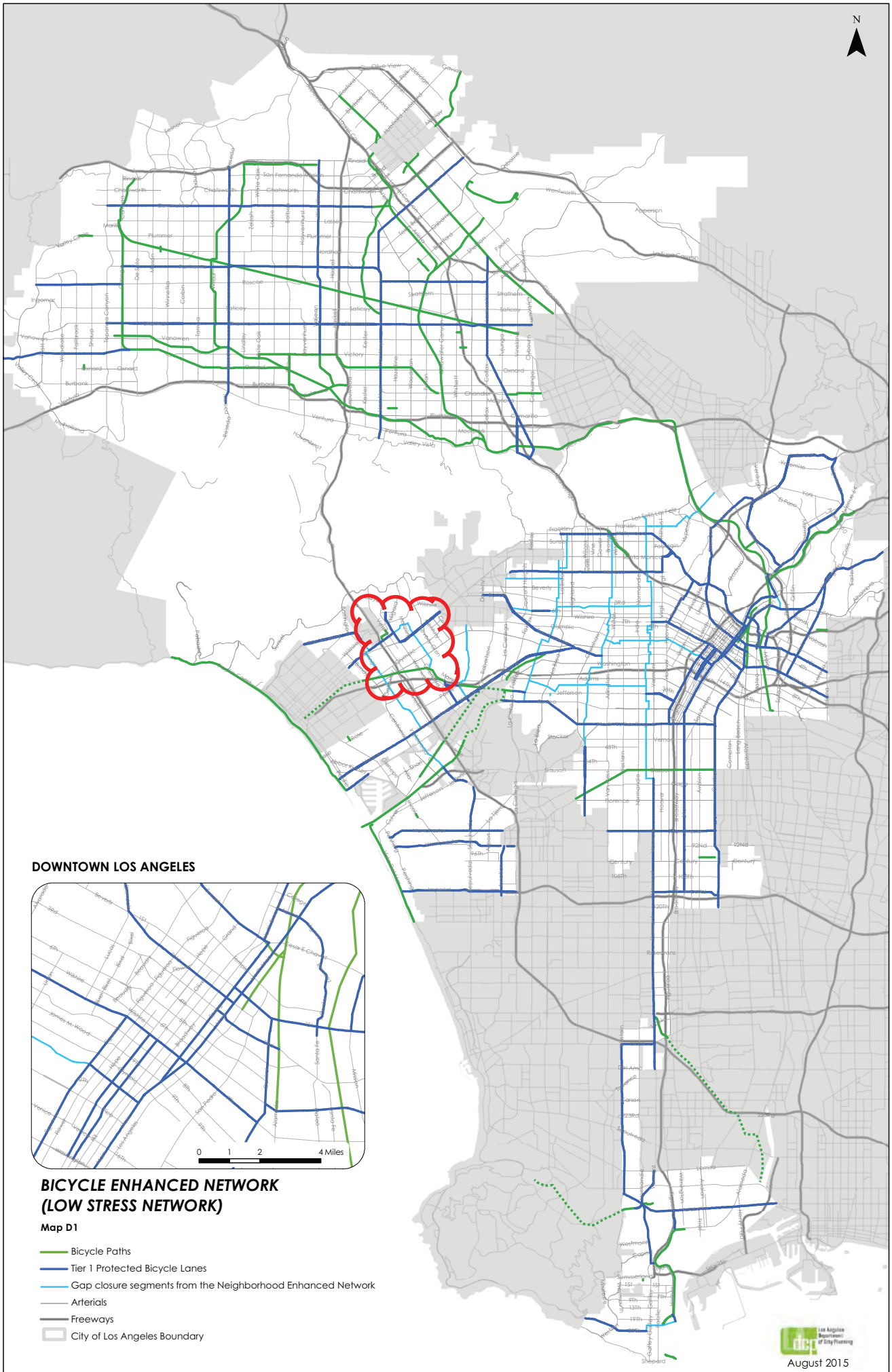
Overland Traffic Consultants, Inc.
24325 Main Street #202, Santa Clarita, CA 91321
(661) 799 - 8423, OTC@overlandtraffic.com

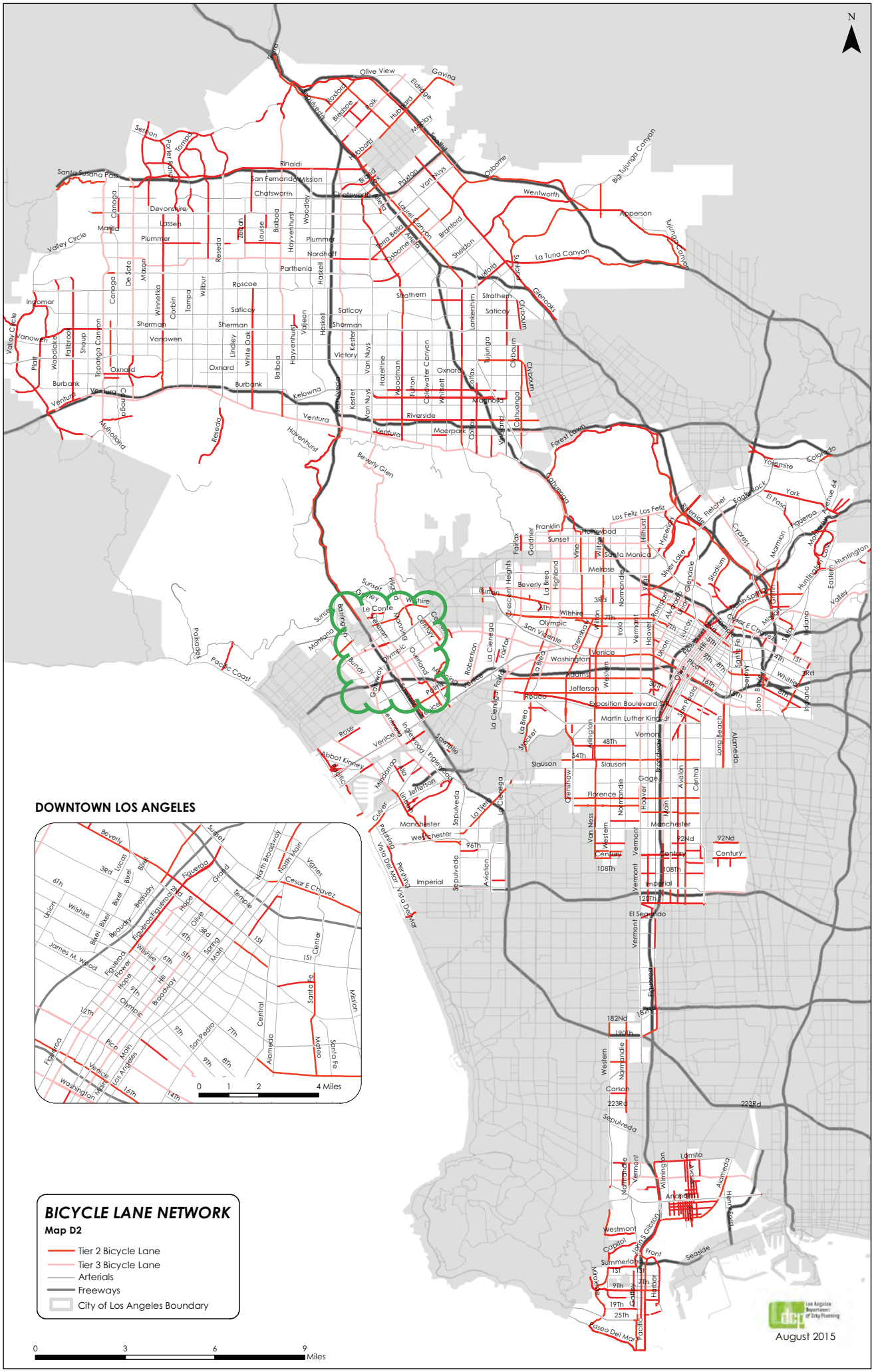
APPENDIX E

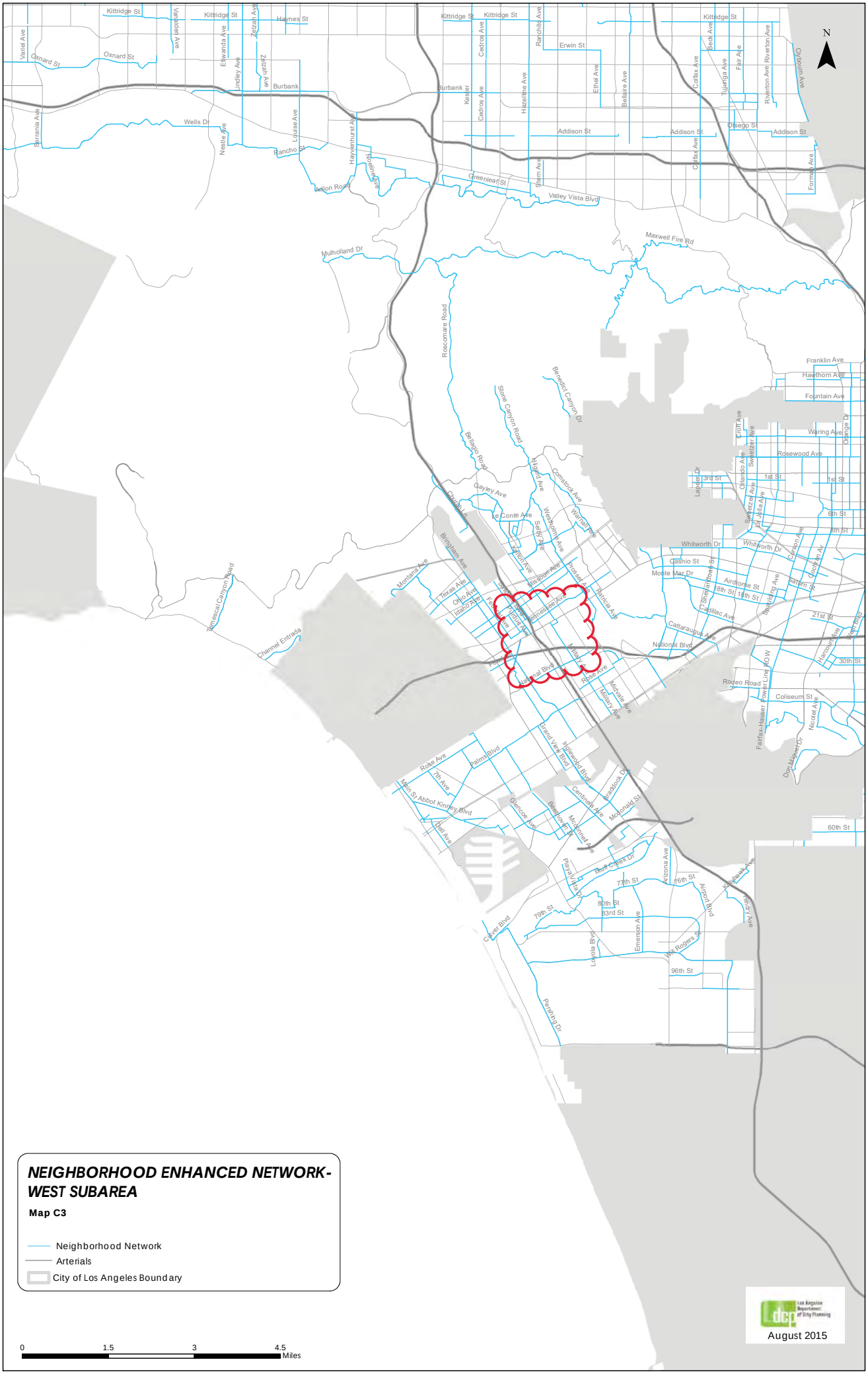
MOBILITY NETWORK MAPS


N
VEHICLE ENHANCED NETWORK
Map E
Vehicle Enhanced Network
Arterials
Freeways
City of Los Angeles Boundary
0
3
6
9
Miles
August 2015


N
DOWNTOWN LOS ANGELES
0 1 2 4 Miles
TRANSIT ENHANCED NETWORK
Map B
Moderate Transit Enhanced Streets
Moderate Plus Transit Enhanced Streets
Comprehensive Transit Enhanced Streets
Future Valley/ West Transit Study Corridor
Existing & Planned Rail/Busway
Transit Stations
Arterials
Freeways
City of Los Angeles Boundary
0 3 6 9 Miles
August 2015


N
DOWNTOWN LOS ANGELES
0 1 2 4 Miles
BICYCLE ENHANCED NETWORK
(LOW STRESS NETWORK)
Map D1
Bicycle Paths
Tier 1 Protected Bicycle Lanes
Gap closure segments from the Neighborhood Enhanced Network
Arterials
Freeways
City of Los Angeles Boundary
0 3 6 9 Miles
August 2015


N
DOWNTOWN LOS ANGELES
0 1 2 4 Miles
BICYCLE LANE NETWORK
Map D2
Tier 2 Bicycle Lane
Tier 3 Bicycle Lane
Arterials
Freeways
City of Los Angeles Boundary
0 3 6 9 Miles
August 2015



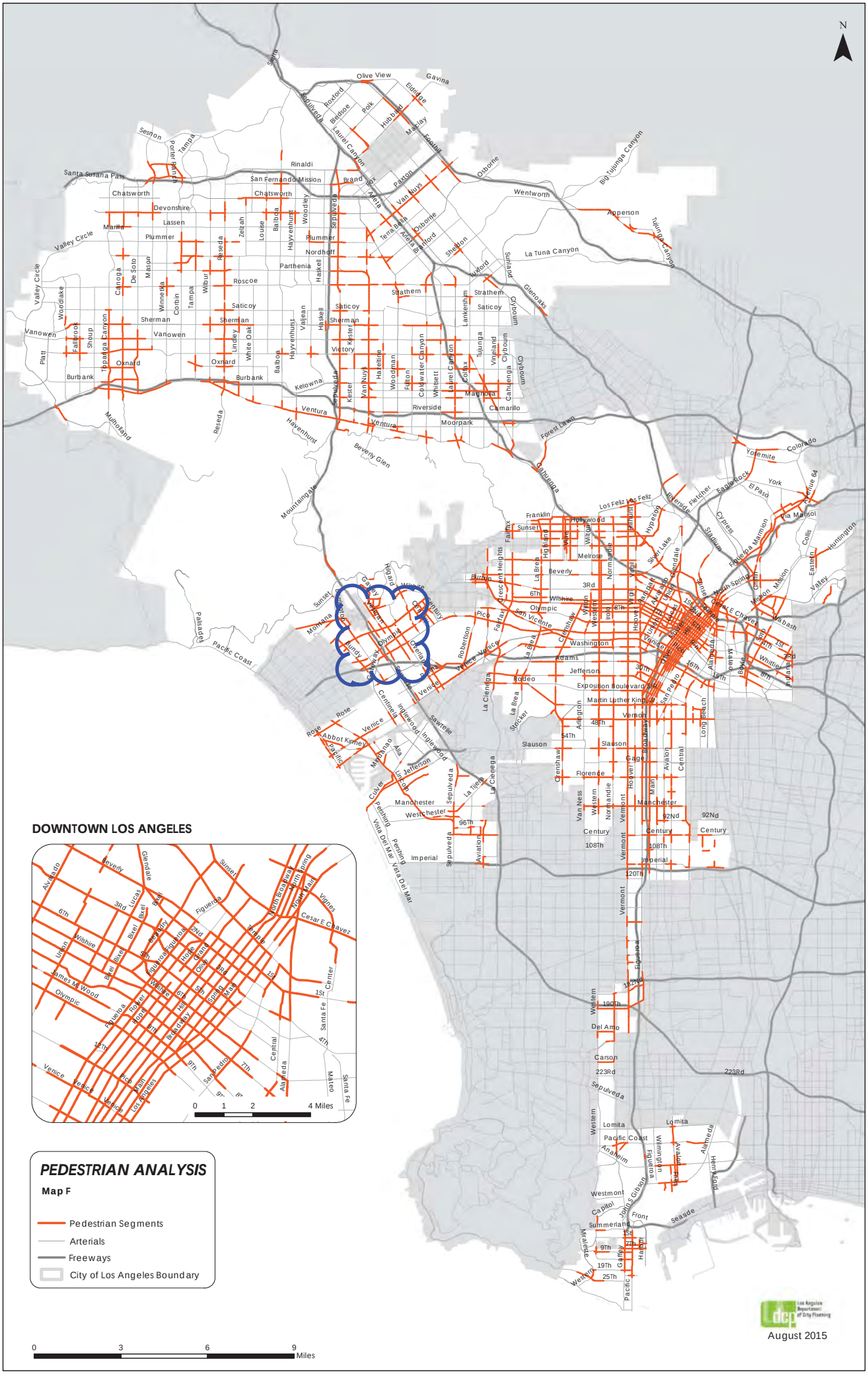
NEIGHBORHOOD ENHANCED NETWORK-WEST SUBAREA

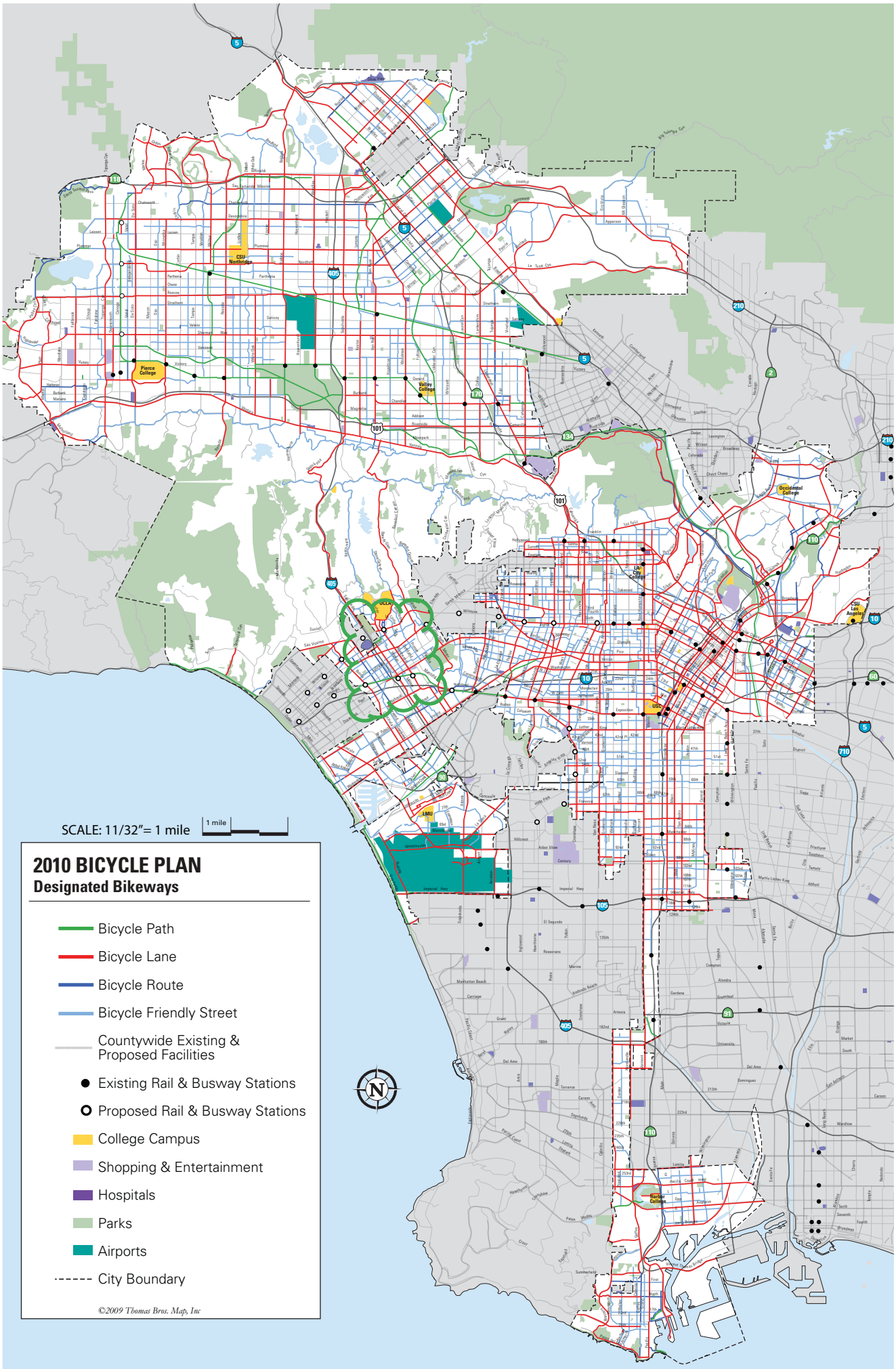
Map C3

- Neighborhood Network
- Arterials
- City of Los Angeles Boundary

0 1.5 3 4.5 Miles

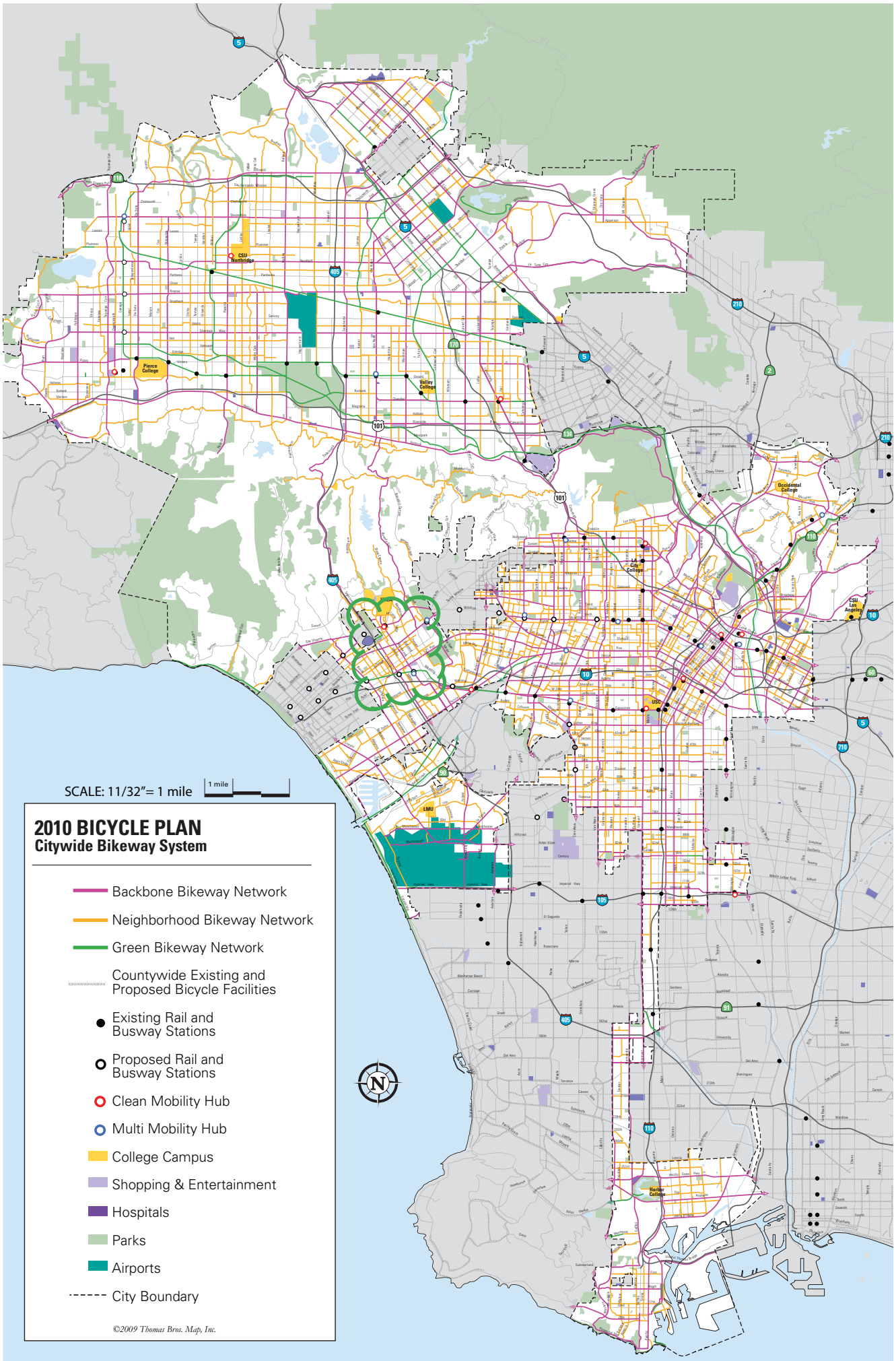
August 2015


N
DOWNTOWN LOS ANGELES
0 1 2 4 Miles
PEDESTRIAN ANALYSIS
Map F
Pedestrian Segments
Arterials
Freeways
City of Los Angeles Boundary
0 3 6 9 Miles
August 2015



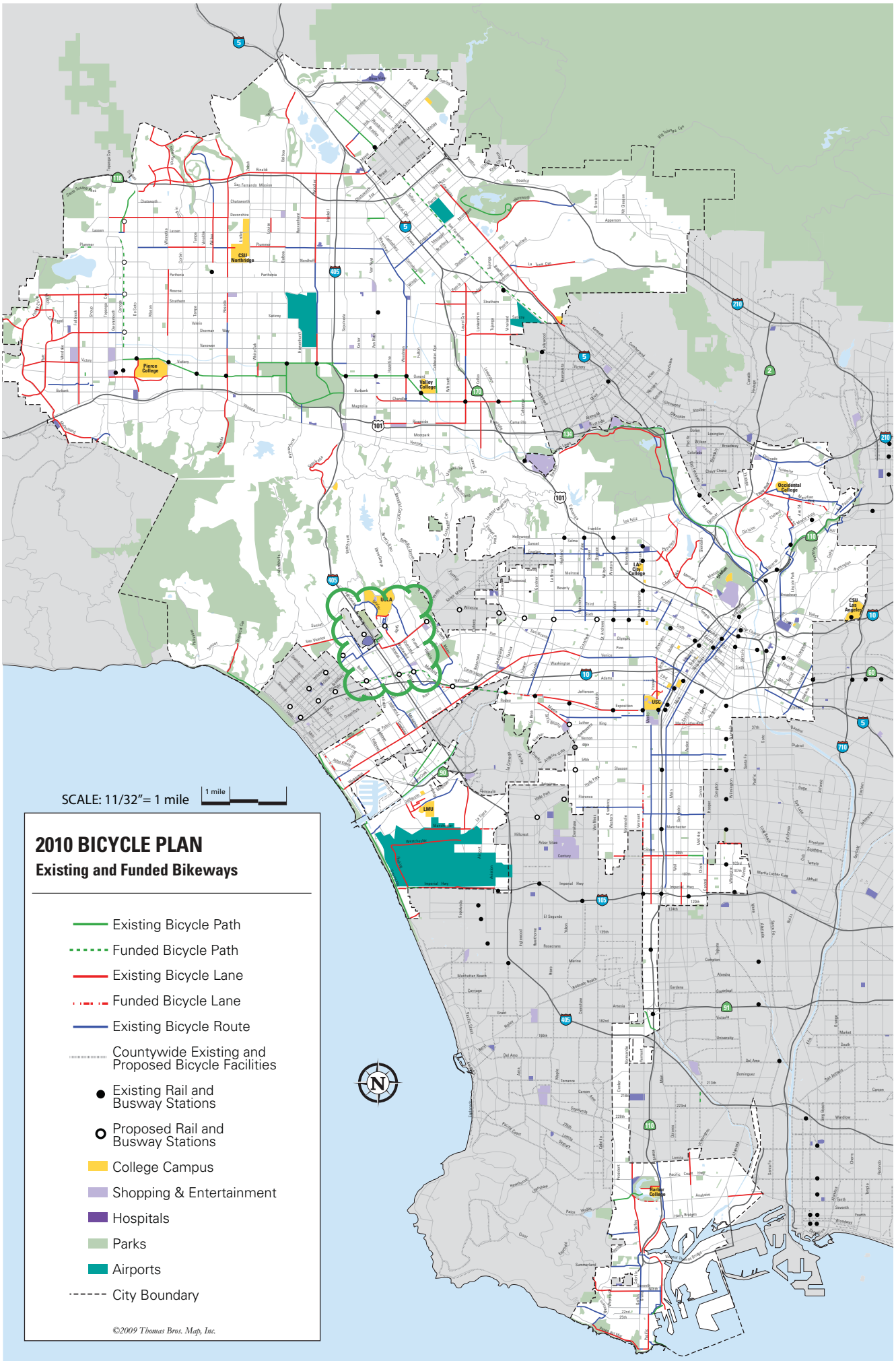
Prepared by City of Los Angeles Planning Department • Graphics Section • March 2011

039_map2:06.29.11



Prepared by City of Los Angeles Planning Department • Graphics Section • March 2011

039_map1:06.29.11



Prepared by City of Los Angeles Planning Department • Graphics Section • March, 2011

039_map3:07.07.11

APPENDIX F

TRAFFIC VOLUME DATA

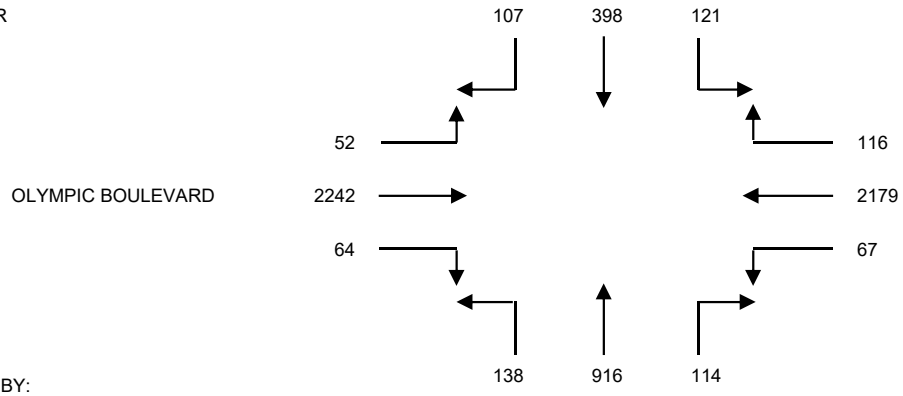
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS
PROJECT: WEST LOS ANGELES
DATE: WEDNESDAY, OCTOBER 17, 2018
PERIOD: 07:00 AM TO 10:00 AM
INTERSECTION: N/S WESTWOOD BOULEVARD
E/W OLYMPIC BOULEVARD
FILE NUMBER: 1-AM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0700-0715	8	52	10	23	291	15	9	121	11	9	197	7
0715-0730	8	59	15	24	384	10	10	140	17	10	233	9
0730-0745	14	76	23	33	482	11	15	169	20	10	284	10
0745-0800	25	91	22	27	583	16	21	189	33	17	372	19
0800-0815	39	119	44	26	564	11	18	203	36	14	451	17
0815-0830	31	112	30	39	603	18	26	201	23	18	521	12
0830-0845	29	88	31	31	529	10	33	220	31	13	533	11
0845-0900	27	94	29	21	520	16	20	244	31	16	587	9
0900-0915	25	111	31	26	571	23	27	249	46	18	560	13
0915-0930	26	105	30	38	559	18	34	203	30	17	562	19
0930-0945	27	91	29	27	518	16	41	194	31	13	460	16
0945-1000	26	94	36	25	520	17	51	188	47	12	495	20

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0700-0800	55	278	70	107	1740	52	55	619	81	46	1086	45	4234
0715-0815	86	345	104	110	2013	48	64	701	106	51	1340	55	5023
0730-0830	109	398	119	125	2232	56	80	762	112	59	1628	58	5738
0745-0845	124	410	127	123	2279	55	98	813	123	62	1877	59	6150
0800-0900	126	413	134	117	2216	55	97	868	121	61	2092	49	6349
0815-0915	112	405	121	117	2223	67	106	914	131	65	2201	45	6507
0830-0930	107	398	121	116	2179	67	114	916	138	64	2242	52	6514
0845-0945	105	401	119	112	2168	73	122	890	138	64	2169	57	6418
0900-1000	104	401	126	116	2168	74	153	834	154	60	2077	68	6335

A.M. PEAK HOUR
0830-0930



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

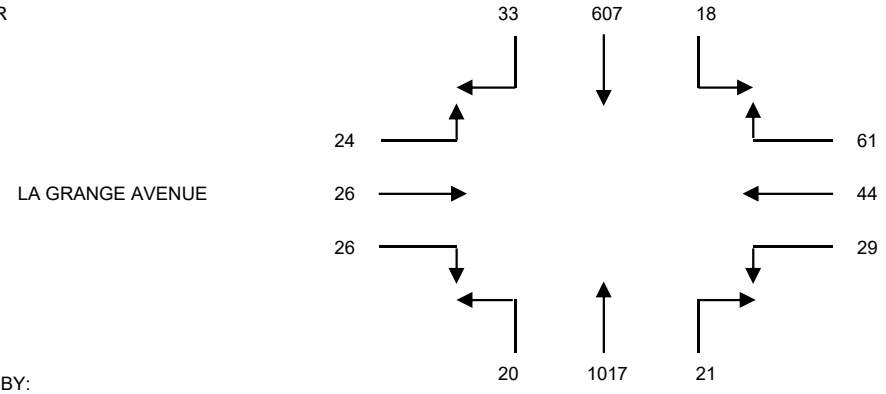
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS
PROJECT: WEST LOS ANGELES
DATE: WEDNESDAY, OCTOBER 17, 2018
PERIOD: 07:00 AM TO 10:00 AM
INTERSECTION: N/S WESTWOOD BOULEVARD
E/W LA GRANGE AVENUE
FILE NUMBER: 2-AM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0700-0715	0	64	3	10	4	2	3	164	1	4	2	1
0715-0730	1	83	4	10	3	6	7	190	3	3	3	4
0730-0745	4	103	8	8	5	9	4	203	3	3	8	7
0745-0800	2	133	7	12	6	8	5	212	3	4	8	8
0800-0815	4	153	6	14	7	7	5	253	4	4	7	7
0815-0830	8	161	4	14	13	8	4	268	6	7	7	6
0830-0845	10	145	3	15	14	7	5	257	5	7	7	5
0845-0900	11	148	5	18	10	7	7	239	5	8	5	6
0900-0915	7	151	5	14	6	8	7	242	6	7	4	6
0915-0930	7	138	10	14	7	8	8	251	5	5	6	8
0930-0945	7	142	5	11	7	10	12	239	3	5	3	6
0945-1000	9	134	5	12	8	8	10	218	1	4	4	6

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0700-0800	7	383	22	40	18	25	19	769	10	14	21	20	1348
0715-0815	11	472	25	44	21	30	21	858	13	14	26	26	1561
0730-0830	18	550	25	48	31	32	18	936	16	18	30	28	1750
0745-0845	24	592	20	55	40	30	19	990	18	22	29	26	1865
0800-0900	33	607	18	61	44	29	21	1017	20	26	26	24	1926
0815-0915	36	605	17	61	43	30	23	1006	22	29	23	23	1918
0830-0930	35	582	23	61	37	30	27	989	21	27	22	25	1879
0845-0945	32	579	25	57	30	33	34	971	19	25	18	26	1849
0900-1000	30	565	25	51	28	34	37	950	15	21	17	26	1799

A.M. PEAK HOUR
0800-0900



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

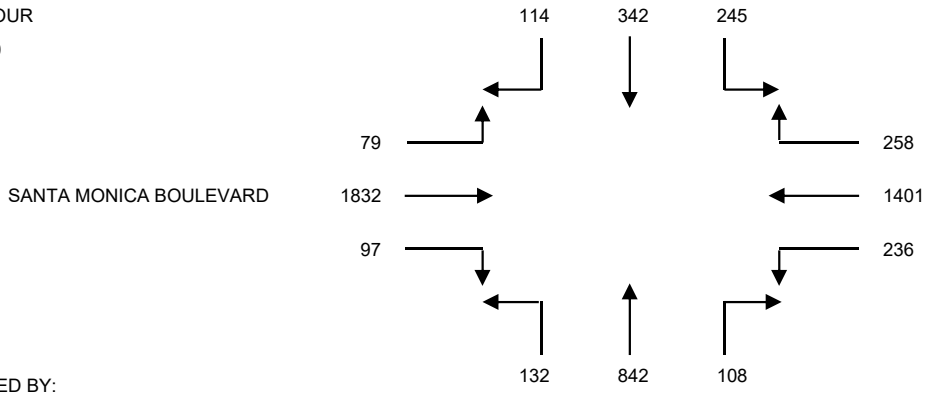
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS
PROJECT: WEST LOS ANGELES
DATE: WEDNESDAY, OCTOBER 17, 2018
PERIOD: 07:00 AM TO 10:00 AM
INTERSECTION: N/S WESTWOOD BOULEVARD
E/W SANTA MONICA BOULEVARD
FILE NUMBER: 3-AM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0700-0715	10	44	15	30	224	23	8	119	29	19	314	19
0715-0730	19	50	24	39	268	26	9	144	38	10	318	27
0730-0745	20	60	43	30	310	30	16	171	29	18	396	23
0745-0800	28	78	53	58	361	50	26	229	28	21	425	34
0800-0815	41	91	55	50	382	64	30	207	30	32	458	24
0815-0830	30	81	59	59	346	59	30	200	37	25	454	21
0830-0845	23	80	66	72	343	57	28	213	28	22	465	14
0845-0900	20	90	65	77	330	56	20	222	37	18	455	20
0900-0915	20	99	67	67	300	65	28	247	23	20	449	22
0915-0930	26	89	53	45	309	45	24	205	25	24	444	28
0930-0945	24	80	55	55	371	52	31	183	30	15	440	28
0945-1000	24	85	61	50	332	41	24	170	28	13	387	23

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0700-0800	77	232	135	157	1163	129	59	663	124	68	1453	103	4363
0715-0815	108	279	175	177	1321	170	81	751	125	81	1597	108	4973
0730-0830	119	310	210	197	1399	203	102	807	124	96	1733	102	5402
0745-0845	122	330	233	239	1432	230	114	849	123	100	1802	93	5667
0800-0900	114	342	245	258	1401	236	108	842	132	97	1832	79	5686
0815-0915	93	350	257	275	1319	237	106	882	125	85	1823	77	5629
0830-0930	89	358	251	261	1282	223	100	887	113	84	1813	84	5545
0845-0945	90	358	240	244	1310	218	103	857	115	77	1788	98	5498
0900-1000	94	353	236	217	1312	203	107	805	106	72	1720	101	5326

A.M. PEAK HOUR
0800-0900



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

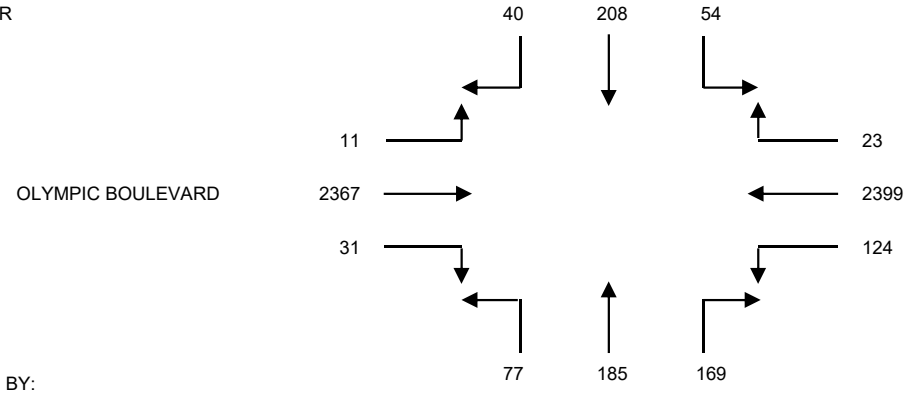
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS
PROJECT: WEST LOS ANGELES
DATE: WEDNESDAY, OCTOBER 17, 2018
PERIOD: 07:00 AM TO 10:00 AM
INTERSECTION: N/S OVERLAND AVENUE
E/W OLYMPIC BOULEVARD
FILE NUMBER: 4-AM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0700-0715	4	23	3	6	322	39	18	23	12	7	186	2
0715-0730	6	39	4	8	413	41	19	43	16	6	250	3
0730-0745	7	41	10	7	508	37	20	65	23	6	370	5
0745-0800	7	39	11	12	643	38	31	50	25	9	471	2
0800-0815	11	53	19	7	637	41	37	48	20	7	512	3
0815-0830	8	52	11	4	616	29	40	40	17	11	553	3
0830-0845	11	50	14	6	558	30	46	52	23	8	610	2
0845-0900	10	53	10	6	588	24	46	45	17	5	692	3
0900-0915	6	40	8	5	468	30	47	48	20	6	605	5
0915-0930	5	42	8	4	580	41	39	60	22	8	607	4
0930-0945	4	33	4	4	544	41	47	57	18	9	501	5
0945-1000	6	49	6	8	626	44	43	46	18	12	524	3

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0700-0800	24	142	28	33	1886	155	88	181	76	28	1277	12	3930
0715-0815	31	172	44	34	2201	157	107	206	84	28	1603	13	4680
0730-0830	33	185	51	30	2404	145	128	203	85	33	1906	13	5216
0745-0845	37	194	55	29	2454	138	154	190	85	35	2146	10	5527
0800-0900	40	208	54	23	2399	124	169	185	77	31	2367	11	5688
0815-0915	35	195	43	21	2230	113	179	185	77	30	2460	13	5581
0830-0930	32	185	40	21	2194	125	178	205	82	27	2514	14	5617
0845-0945	25	168	30	19	2180	136	179	210	77	28	2405	17	5474
0900-1000	21	164	26	21	2218	156	176	211	78	35	2237	17	5360

A.M. PEAK HOUR
0800-0900



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
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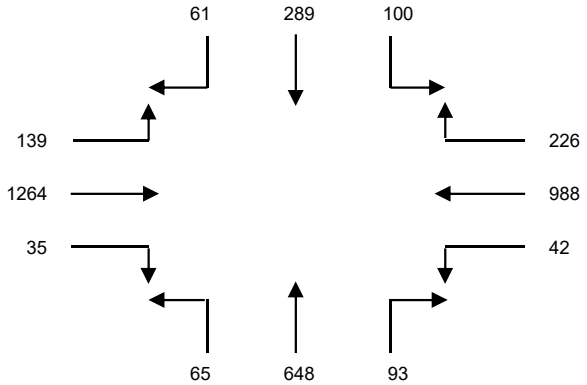
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS
PROJECT: WEST LOS ANGELES
DATE: TUESDAY, JUNE 05, 2018
PERIOD: 07:00 AM TO 10:00 AM
INTERSECTION: N/S WESTWOOD BOULEVARD
E/W PICO BOULEVARD
FILE NUMBER: 3-AM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0700-0715	10	43	17	38	187	6	9	111	13	6	163	27
0715-0730	14	50	21	43	233	8	13	128	16	6	177	32
0730-0745	17	59	25	56	278	11	17	140	19	7	200	31
0745-0800	17	61	23	48	260	18	18	163	16	8	255	29
0800-0815	13	77	39	43	248	14	25	136	19	10	291	35
0815-0830	14	73	21	69	283	11	23	137	11	7	328	40
0830-0845	13	67	21	61	242	11	20	195	15	10	311	39
0845-0900	21	72	19	53	215	6	25	180	20	8	334	25
0900-0915	19	68	29	59	208	12	38	143	24	14	262	28
0915-0930	16	76	28	40	203	13	48	162	31	13	258	28
0930-0945	24	57	25	57	228	19	37	150	31	11	241	37
0945-1000	36	64	25	32	226	14	30	110	22	13	233	31

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0700-0800	58	213	86	185	958	43	57	542	64	27	795	119	3147
0715-0815	61	247	108	190	1019	51	73	567	70	31	923	127	3467
0730-0830	61	270	108	216	1069	54	83	576	65	32	1074	135	3743
0745-0845	57	278	104	221	1033	54	86	631	61	35	1185	143	3888
0800-0900	61	289	100	226	988	42	93	648	65	35	1264	139	3950
0815-0915	67	280	90	242	948	40	106	655	70	39	1235	132	3904
0830-0930	69	283	97	213	868	42	131	680	90	45	1165	120	3803
0845-0945	80	273	101	209	854	50	148	635	106	46	1095	118	3715
0900-1000	95	265	107	188	865	58	153	565	108	51	994	124	3573

A.M. PEAK HOUR
0800-0900



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

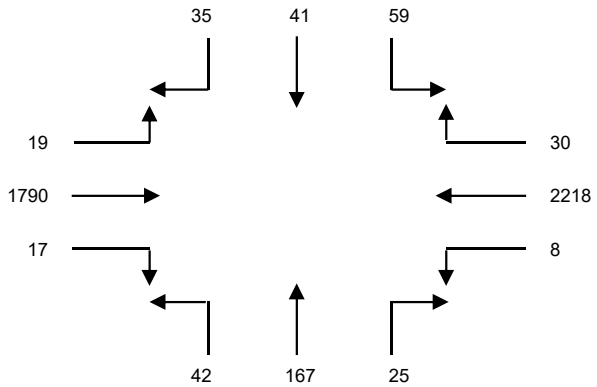
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS
PROJECT: WEST LOS ANGELES
DATE: TUESDAY, JUNE 05, 2018
PERIOD: 07:00 AM TO 10:00 AM
INTERSECTION: N/S VETERAN AVENUE
E/W OLYMPIC BOULEVARD
FILE NUMBER: 5-AM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0700-0715	6	5	2	7	322	2	3	10	3	1	178	1
0715-0730	3	7	7	6	454	1	4	19	5	3	254	2
0730-0745	6	5	8	10	529	5	5	29	10	0	388	6
0745-0800	7	7	15	11	579	4	7	29	9	1	428	5
0800-0815	4	12	10	8	561	1	4	43	8	2	424	4
0815-0830	6	10	14	9	566	3	4	35	9	4	464	7
0830-0845	11	7	19	8	533	2	8	48	13	4	463	3
0845-0900	14	12	16	5	558	2	9	41	12	7	439	5
0900-0915	7	16	13	9	509	5	7	42	13	2	437	7
0915-0930	12	11	11	6	488	4	5	33	15	2	425	11
0930-0945	7	11	6	4	481	2	10	40	10	3	398	7
0945-1000	11	17	11	6	477	2	6	39	9	8	415	6

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0700-0800	22	24	32	34	1884	12	19	87	27	5	1248	14	3408
0715-0815	20	31	40	35	2123	11	20	120	32	6	1494	17	3949
0730-0830	23	34	47	38	2235	13	20	136	36	7	1704	22	4315
0745-0845	28	36	58	36	2239	10	23	155	39	11	1779	19	4433
0800-0900	35	41	59	30	2218	8	25	167	42	17	1790	19	4451
0815-0915	38	45	62	31	2166	12	28	166	47	17	1803	22	4437
0830-0930	44	46	59	28	2088	13	29	164	53	15	1764	26	4329
0845-0945	40	50	46	24	2036	13	31	156	50	14	1699	30	4189
0900-1000	37	55	41	25	1955	13	28	154	47	15	1675	31	4076

A.M. PEAK HOUR
0800-0900



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

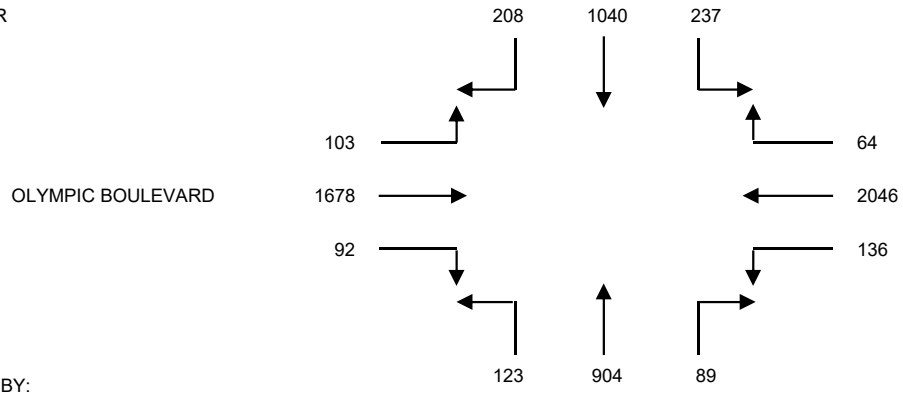
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS
PROJECT: WEST LOS ANGELES
DATE: WEDNESDAY, OCTOBER 17, 2018
PERIOD: 03:00 PM TO 06:00 PM
INTERSECTION: N/S WESTWOOD BOULEVARD
E/W OLYMPIC BOULEVARD
FILE NUMBER: 1-PM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0300-0315	33	230	43	10	428	20	10	183	20	20	370	18
0315-0330	38	257	48	16	440	25	11	193	22	20	380	20
0330-0345	45	261	57	24	497	26	12	216	23	24	415	22
0345-0400	53	253	58	22	499	30	15	238	23	26	420	25
0400-0415	52	264	50	15	487	25	14	220	27	20	405	27
0415-0430	48	250	50	18	515	26	16	249	25	22	410	24
0430-0445	50	260	59	16	533	28	20	217	27	18	415	27
0445-0500	58	273	54	14	531	30	22	208	26	17	433	24
0500-0515	50	259	58	16	508	32	24	224	31	20	409	23
0515-0530	55	245	65	14	520	34	23	238	31	30	412	31
0530-0545	45	263	60	20	487	40	20	234	35	25	424	25
0545-0600	42	255	54	18	478	34	18	240	30	23	403	25

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0300-0400	169	1001	206	72	1864	101	48	830	88	90	1585	85	6139
0315-0415	188	1035	213	77	1923	106	52	867	95	90	1620	94	6360
0330-0430	198	1028	215	79	1998	107	57	923	98	92	1650	98	6543
0345-0445	203	1027	217	71	2034	109	65	924	102	86	1650	103	6591
0400-0500	208	1047	213	63	2066	109	72	894	105	77	1663	102	6619
0415-0515	206	1042	221	64	2087	116	82	898	109	77	1667	98	6667
0430-0530	213	1037	236	60	2092	124	89	887	115	85	1669	105	6712
0445-0545	208	1040	237	64	2046	136	89	904	123	92	1678	103	6720
0500-0600	192	1022	237	68	1993	140	85	936	127	98	1648	104	6650

P.M. PEAK HOUR
0445-0545



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
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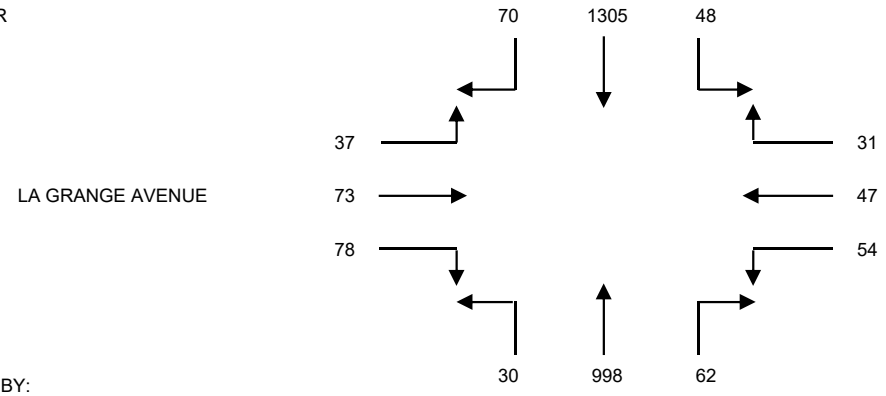
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS
PROJECT: WEST LOS ANGELES
DATE: WEDNESDAY, OCTOBER 17, 2018
PERIOD: 03:00 PM TO 06:00 PM
INTERSECTION: N/S WESTWOOD BOULEVARD
E/W LA GRANGE AVENUE
FILE NUMBER: 2-PM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0300-0315	7	291	8	7	2	7	8	217	10	8	7	3
0315-0330	8	308	9	7	3	8	6	230	12	11	7	4
0330-0345	10	338	7	8	4	10	7	238	10	10	11	5
0345-0400	13	340	11	10	5	12	11	254	13	9	8	3
0400-0415	10	337	10	15	6	12	10	260	10	10	10	5
0415-0430	7	320	7	14	7	10	13	242	8	8	11	5
0430-0445	7	355	8	19	8	11	12	235	7	11	16	7
0445-0500	11	346	7	12	10	14	14	223	8	14	22	8
0500-0515	15	321	10	9	12	17	20	251	7	20	26	7
0515-0530	30	309	11	7	14	17	18	244	7	21	12	8
0530-0545	15	332	13	7	10	12	14	237	9	20	18	10
0545-0600	10	343	14	8	11	8	10	266	7	17	17	12

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0300-0400	38	1277	35	32	14	37	32	939	45	38	33	15	2535
0315-0415	41	1323	37	40	18	42	34	982	45	40	36	17	2655
0330-0430	40	1335	35	47	22	44	41	994	41	37	40	18	2694
0345-0445	37	1352	36	58	26	45	46	991	38	38	45	20	2732
0400-0500	35	1358	32	60	31	47	49	960	33	43	59	25	2732
0415-0515	40	1342	32	54	37	52	59	951	30	53	75	27	2752
0430-0530	63	1331	36	47	44	59	64	953	29	66	76	30	2798
0445-0545	71	1308	41	35	46	60	66	955	31	75	78	33	2799
0500-0600	70	1305	48	31	47	54	62	998	30	78	73	37	2833

P.M. PEAK HOUR
0500-0600



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
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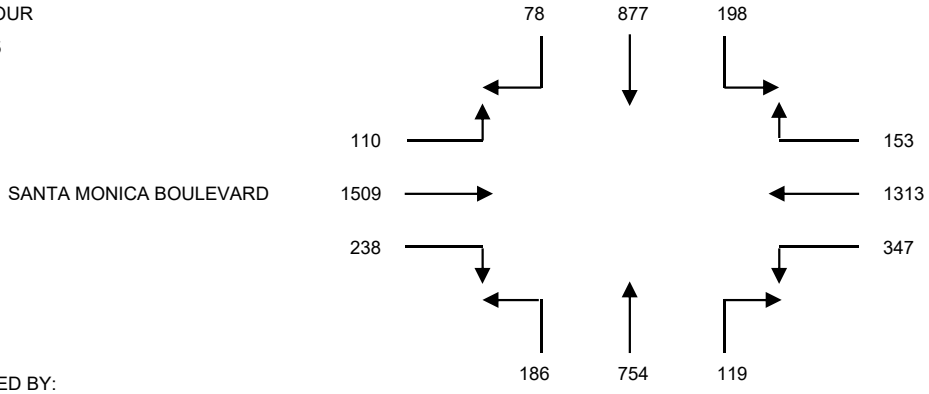
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS
PROJECT: WEST LOS ANGELES
DATE: WEDNESDAY, OCTOBER 17, 2018
PERIOD: 03:00 PM TO 06:00 PM
INTERSECTION: N/S WESTWOOD BOULEVARD
E/W SANTA MONICA BOULEVARD
FILE NUMBER: 3-PM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
0300-0315	23	202	38	35	333	73	30	173	42	44	308	33
0315-0330	27	227	45	42	347	80	24	191	38	51	328	28
0330-0345	28	214	44	41	365	73	31	180	41	47	321	30
0345-0400	20	207	38	65	369	95	36	181	35	68	313	37
0400-0415	28	232	50	47	280	84	21	186	43	56	370	29
0415-0430	19	203	58	41	358	92	25	180	54	74	334	26
0430-0445	17	200	41	38	301	77	26	193	42	63	351	25
0445-0500	21	234	63	35	350	90	29	184	34	62	355	32
0500-0515	19	237	50	41	329	78	30	195	56	53	364	25
0515-0530	18	170	35	33	285	83	36	188	46	64	380	29
0530-0545	20	236	50	44	349	96	24	187	50	59	410	24
0545-0600	18	230	52	41	299	69	38	181	60	75	350	37

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
0300-0400	98	850	165	183	1414	321	121	725	156	210	1270	128	5641
0315-0415	103	880	177	195	1361	332	112	738	157	222	1332	124	5733
0330-0430	95	856	190	194	1372	344	113	727	173	245	1338	122	5769
0345-0445	84	842	187	191	1308	348	108	740	174	261	1368	117	5728
0400-0500	85	869	212	161	1289	343	101	743	173	255	1410	112	5753
0415-0515	76	874	212	155	1338	337	110	752	186	252	1404	108	5804
0430-0530	75	841	189	147	1265	328	121	760	178	242	1450	111	5707
0445-0545	78	877	198	153	1313	347	119	754	186	238	1509	110	5882
0500-0600	75	873	187	159	1262	326	128	751	212	251	1504	115	5843

P.M. PEAK HOUR
0445-0545



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
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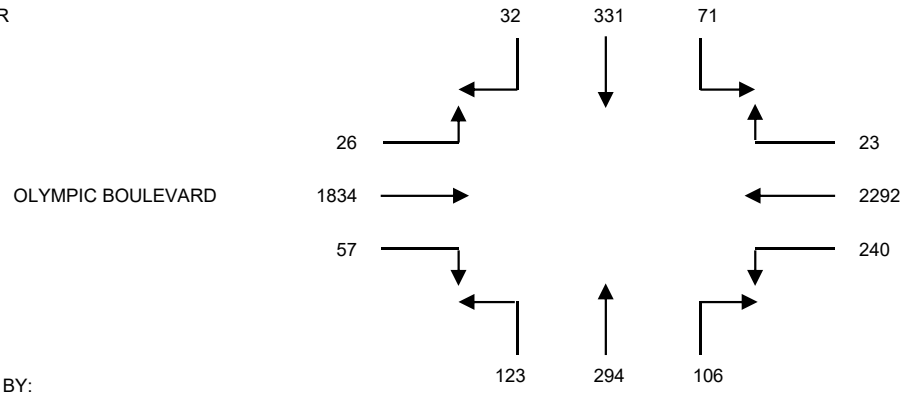
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS
PROJECT: WEST LOS ANGELES
DATE: WEDNESDAY, OCTOBER 17, 2018
PERIOD: 03:00 PM TO 06:00 PM
INTERSECTION: N/S OVERLAND AVENUE
E/W OLYMPIC BOULEVARD
FILE NUMBER: 4-PM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
0300-0315	8	50	15	9	496	50	37	48	20	12	437	3
0315-0330	6	83	26	10	500	46	27	59	25	17	448	7
0330-0345	9	76	20	7	517	53	24	43	21	9	411	5
0345-0400	7	67	18	6	513	45	37	60	29	12	419	4
0400-0415	8	80	21	7	546	61	25	72	23	12	462	5
0415-0430	10	95	19	4	539	65	25	74	30	12	448	5
0430-0445	5	54	16	4	582	43	22	61	29	13	468	4
0445-0500	6	84	14	6	578	64	25	99	28	18	447	5
0500-0515	11	98	22	9	593	68	34	60	36	14	471	12
0515-0530	5	80	15	4	510	56	32	73	23	15	430	6
0530-0545	6	93	16	7	543	59	23	79	21	10	465	11
0545-0600	5	77	19	3	557	60	29	78	30	10	448	9

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
0300-0400	30	276	79	32	2026	194	125	210	95	50	1715	19	4851
0315-0415	30	306	85	30	2076	205	113	234	98	50	1740	21	4988
0330-0430	34	318	78	24	2115	224	111	249	103	45	1740	19	5060
0345-0445	30	296	74	21	2180	214	109	267	111	49	1797	18	5166
0400-0500	29	313	70	21	2245	233	97	306	110	55	1825	19	5323
0415-0515	32	331	71	23	2292	240	106	294	123	57	1834	26	5429
0430-0530	27	316	67	23	2263	231	113	293	116	60	1816	27	5352
0445-0545	28	355	67	26	2224	247	114	311	108	57	1813	34	5384
0500-0600	27	348	72	23	2203	243	118	290	110	49	1814	38	5335

P.M. PEAK HOUR
0415-0515



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
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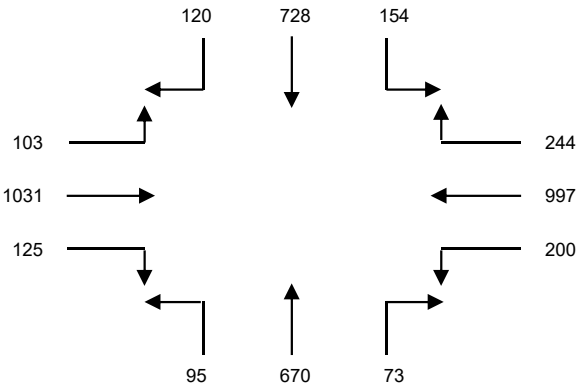
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS
PROJECT: WEST LOS ANGELES
DATE: TUESDAY, JUNE 05, 2018
PERIOD: 03:00 PM TO 06:00 PM
INTERSECTION: N/S WESTWOOD BOULEVARD
E/W PICO BOULEVARD
FILE NUMBER: 3-PM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0300-0315	39	161	47	49	230	30	17	84	22	14	197	35
0315-0330	37	146	46	41	225	31	18	115	22	30	208	32
0330-0345	34	164	36	46	237	27	21	112	28	24	251	25
0345-0400	21	170	29	34	214	31	26	126	30	21	226	36
0400-0415	31	209	37	59	211	30	19	112	20	24	239	22
0415-0430	45	200	35	35	241	39	23	133	29	33	253	25
0430-0445	24	212	42	36	231	36	25	154	27	26	278	25
0445-0500	27	184	51	58	223	58	28	143	26	35	220	25
0500-0515	27	191	36	58	236	46	26	171	22	33	242	23
0515-0530	39	204	47	68	255	50	17	148	22	29	262	25
0530-0545	27	166	33	61	260	65	13	165	32	24	286	23
0545-0600	27	167	38	57	246	39	17	186	19	39	241	32

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0300-0400	131	641	158	170	906	119	82	437	102	89	882	128	3845
0315-0415	123	689	148	180	887	119	84	465	100	99	924	115	3933
0330-0430	131	743	137	174	903	127	89	483	107	102	969	108	4073
0345-0445	121	791	143	164	897	136	93	525	106	104	996	108	4184
0400-0500	127	805	165	188	906	163	95	542	102	118	990	97	4298
0415-0515	123	787	164	187	931	179	102	601	104	127	993	98	4396
0430-0530	117	791	176	220	945	190	96	616	97	123	1002	98	4471
0445-0545	120	745	167	245	974	219	84	627	102	121	1010	96	4510
0500-0600	120	728	154	244	997	200	73	670	95	125	1031	103	4540

P.M. PEAK HOUR
0500-0600



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
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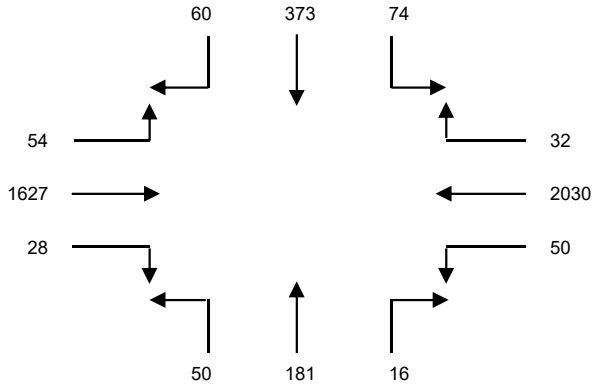
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS
PROJECT: WEST LOS ANGELES
DATE: TUESDAY, JUNE 05, 2018
PERIOD: 03:00 PM TO 06:00 PM
INTERSECTION: N/S VETERAN AVENUE
E/W OLYMPIC BOULEVARD
FILE NUMBER: 5-PM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
0300-0315	12	37	11	8	448	2	2	31	5	6	363	10
0315-0330	15	53	19	7	510	11	3	32	5	7	382	10
0330-0345	20	56	22	12	539	12	3	27	11	5	398	14
0345-0400	24	75	26	7	509	5	2	39	7	6	362	21
0400-0415	19	65	20	11	488	10	5	42	4	9	396	20
0415-0430	17	97	22	7	476	11	7	47	5	6	351	21
0430-0445	16	80	17	7	468	7	5	41	6	7	397	20
0445-0500	19	106	18	9	514	10	3	48	11	5	381	17
0500-0515	12	80	22	8	530	15	2	40	10	7	425	12
0515-0530	16	98	16	7	487	15	5	45	14	11	420	15
0530-0545	13	89	18	8	499	10	6	48	15	5	401	10
0545-0600	19	104	16	7	470	5	6	52	14	4	411	9

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
0300-0400	71	221	78	34	2006	30	10	129	28	24	1505	55	4191
0315-0415	78	249	87	37	2046	38	13	140	27	27	1538	65	4345
0330-0430	80	293	90	37	2012	38	17	155	27	26	1507	76	4358
0345-0445	76	317	85	32	1941	33	19	169	22	28	1506	82	4310
0400-0500	71	348	77	34	1946	38	20	178	26	27	1525	78	4368
0415-0515	64	363	79	31	1988	43	17	176	32	25	1554	70	4442
0430-0530	63	364	73	31	1999	47	15	174	41	30	1623	64	4524
0445-0545	60	373	74	32	2030	50	16	181	50	28	1627	54	4575
0500-0600	60	371	72	30	1986	45	19	185	53	27	1657	46	4551

P.M. PEAK HOUR
0445-0545



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS

PROJECT: WEST LOS ANGELES

DATE: WEDNESDAY, OCTOBER 17, 2018

PERIOD: 07:00 AM TO 10:00 AM

INTERSECTION: WESTWOOD BOULEVARD / OLYMPIC BOULEVARD

FILE: 1AMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	1	2	3	7
0715-0730	1	4	2	5
0730-0745	1	3	2	4
0745-0800	3	9	3	4
0800-0815	11	16	9	9
0815-0830	9	10	4	6
0830-0845	9	10	5	8
0845-0900	5	11	7	6
0900-0915	3	7	5	8
0915-0930	6	12	4	4
0930-0945	2	11	10	6
0945-1000	3	4	4	3

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	0	1	0	0
0715-0730	1	3	0	0
0730-0745	0	8	0	1
0745-0800	2	9	0	0
0800-0815	0	4	0	0
0815-0830	0	5	1	2
0830-0845	0	10	0	0
0845-0900	0	3	1	2
0900-0915	1	8	0	1
0915-0930	2	2	1	1
0930-0945	1	6	0	1
0945-1000	1	5	0	2

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	6	18	10	20	54
0715-0815	16	32	16	22	86
0730-0830	24	38	18	23	103
0745-0845	32	45	21	27	125
0800-0900	34	47	25	29	135
0815-0915	26	38	21	28	113
0830-0930	23	40	21	26	110
0845-0945	16	41	26	24	107
0900-1000	14	34	23	21	92

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	3	21	0	1	25
0715-0815	3	24	0	1	28
0730-0830	2	26	1	3	32
0745-0845	2	28	1	2	33
0800-0900	0	22	2	4	28
0815-0915	1	26	2	5	34
0830-0930	3	23	2	4	32
0845-0945	4	19	2	5	30
0900-1000	5	21	1	5	32

THE TRAFFIC SOLUTION
9 ALTA STREET UNIT E
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PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS

PROJECT: WEST LOS ANGELES

DATE: WEDNESDAY, OCTOBER 17, 2018

PERIOD: 03:00 PM TO 06:00 PM

INTERSECTION: WESTWOOD BOULEVARD / OLYMPIC BOULEVARD

FILE: 1PMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0300-0315	2	5	5	6
0315-0330	3	8	6	8
0330-0345	5	14	7	7
0345-0400	3	15	5	5
0400-0415	6	10	9	10
0415-0430	8	16	10	11
0430-0445	7	15	8	8
0445-0500	10	11	10	11
0500-0515	11	12	6	9
0515-0530	8	10	9	5
0530-0545	9	8	11	6
0545-0600	6	7	6	2

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0300-0315	1	2	1	0
0315-0330	2	3	2	2
0330-0345	0	5	1	3
0345-0400	0	7	0	1
0400-0415	1	8	3	0
0415-0430	2	10	2	2
0430-0445	1	13	0	1
0445-0500	1	5	1	3
0500-0515	3	4	3	3
0515-0530	0	3	1	2
0530-0545	1	4	2	3
0545-0600	2	5	3	3

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0300-0400	13	42	23	26	104
0315-0415	17	47	27	30	121
0330-0430	22	55	31	33	141
0345-0445	24	56	32	34	146
0400-0500	31	52	37	40	160
0415-0515	36	54	34	39	163
0430-0530	36	48	33	33	150
0445-0545	38	41	36	31	146
0500-0600	34	37	32	22	125

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0300-0400	3	17	4	6	30
0315-0415	3	23	6	6	38
0330-0430	3	30	6	6	45
0345-0445	4	38	5	4	51
0400-0500	5	36	6	6	53
0415-0515	7	32	6	9	54
0430-0530	5	25	5	9	44
0445-0545	5	16	7	11	39
0500-0600	6	16	9	11	42

THE TRAFFIC SOLUTION
9 ALTA STREET UNIT E
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PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS

PROJECT: WEST LOS ANGELES

DATE: WEDNESDAY, OCTOBER 17, 2018

PERIOD: 07:00 AM TO 10:00 AM

INTERSECTION: WESTWOOD BOULEVARD / LA GRANGE AVENUE

FILE: 2AMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	3	7	0	3
0715-0730	4	7	0	3
0730-0745	7	4	0	1
0745-0800	6	7	4	5
0800-0815	5	8	5	6
0815-0830	7	7	7	7
0830-0845	3	5	4	5
0845-0900	5	5	5	5
0900-0915	4	7	7	7
0915-0930	6	6	5	6
0930-0945	5	5	3	6
0945-1000	2	4	4	5

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	0	1	0	1
0715-0730	0	4	0	1
0730-0745	1	9	0	1
0745-0800	0	4	1	4
0800-0815	0	5	1	3
0815-0830	0	4	0	2
0830-0845	0	3	2	4
0845-0900	0	4	1	4
0900-0915	0	5	2	3
0915-0930	0	3	0	7
0930-0945	0	3	1	4
0945-1000	0	3	0	6

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	20	25	4	12	61
0715-0815	22	26	9	15	72
0730-0830	25	26	16	19	86
0745-0845	21	27	20	23	91
0800-0900	20	25	21	23	89
0815-0915	19	24	23	24	90
0830-0930	18	23	21	23	85
0845-0945	20	23	20	24	87
0900-1000	17	22	19	24	82

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	1	18	1	7	27
0715-0815	1	22	2	9	34
0730-0830	1	22	2	10	35
0745-0845	0	16	4	13	33
0800-0900	0	16	4	13	33
0815-0915	0	16	5	13	34
0830-0930	0	15	5	18	38
0845-0945	0	15	4	18	37
0900-1000	0	14	3	20	37

THE TRAFFIC SOLUTION
9 ALTA STREET UNIT E
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trafsolutn@aol.com

PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS

PROJECT: WEST LOS ANGELES

DATE: WEDNESDAY, OCTOBER 17, 2018

PERIOD: 03:00 PM TO 06:00 PM

INTERSECTION: WESTWOOD BOULEVARD / LA GRANGE AVENUE

FILE: 2PMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0300-0315	12	15	14	17
0315-0330	8	12	18	14
0330-0345	7	8	8	10
0345-0400	7	10	7	7
0400-0415	10	7	8	8
0415-0430	7	8	10	5
0430-0445	9	10	9	7
0445-0500	5	12	8	11
0500-0515	7	11	8	13
0515-0530	5	12	11	19
0530-0545	3	9	10	15
0545-0600	4	8	6	12

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0300-0315	0	5	1	5
0315-0330	0	4	1	5
0330-0345	0	3	1	7
0345-0400	0	3	1	8
0400-0415	0	3	1	5
0415-0430	0	4	0	4
0430-0445	0	3	0	3
0445-0500	0	2	1	4
0500-0515	0	3	1	3
0515-0530	0	2	0	6
0530-0545	0	2	0	7
0545-0600	0	1	0	5

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0300-0400	34	45	47	48	174
0315-0415	32	37	41	39	149
0330-0430	31	33	33	30	127
0345-0445	33	35	34	27	129
0400-0500	31	37	35	31	134
0415-0515	28	41	35	36	140
0430-0530	26	45	36	50	157
0445-0545	20	44	37	58	159
0500-0600	19	40	35	59	153

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0300-0400	0	15	4	25	44
0315-0415	0	13	4	25	42
0330-0430	0	13	3	24	40
0345-0445	0	13	2	20	35
0400-0500	0	12	2	16	30
0415-0515	0	12	2	14	28
0430-0530	0	10	2	16	28
0445-0545	0	9	2	20	31
0500-0600	0	8	1	21	30

THE TRAFFIC SOLUTION
9 ALTA STREET UNIT E
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PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS

PROJECT: WEST LOS ANGELES

DATE: WEDNESDAY, OCTOBER 17, 2018

PERIOD: 07:00 AM TO 10:00 AM

INTERSECTION: WESTWOOD BOULEVARD / SANTA MONICA BOULEVARD

FILE: 3AMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	8	10	3	2
0715-0730	5	9	6	9
0730-0745	12	26	13	10
0745-0800	23	26	7	4
0800-0815	17	22	10	9
0815-0830	11	22	9	7
0830-0845	19	33	7	3
0845-0900	15	33	8	7
0900-0915	11	35	10	6
0915-0930	5	28	16	14
0930-0945	12	23	9	9
0945-1000	6	20	7	10

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	3	1	0	1
0715-0730	1	3	1	1
0730-0745	1	3	4	2
0745-0800	5	6	3	1
0800-0815	3	6	5	1
0815-0830	4	5	2	0
0830-0845	2	9	5	1
0845-0900	3	7	4	3
0900-0915	3	8	4	4
0915-0930	4	7	2	5
0930-0945	4	8	7	2
0945-1000	3	5	4	3

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	48	71	29	25	173
0715-0815	57	83	36	32	208
0730-0830	63	96	39	30	228
0745-0845	70	103	33	23	229
0800-0900	62	110	34	26	232
0815-0915	56	123	34	23	236
0830-0930	50	129	41	30	250
0845-0945	43	119	43	36	241
0900-1000	34	106	42	39	221

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	10	13	8	5	36
0715-0815	10	18	13	5	46
0730-0830	13	20	14	4	51
0745-0845	14	26	15	3	58
0800-0900	12	27	16	5	60
0815-0915	12	29	15	8	64
0830-0930	12	31	15	13	71
0845-0945	14	30	17	14	75
0900-1000	14	28	17	14	73

THE TRAFFIC SOLUTION
9 ALTA STREET UNIT E
ARCADIA, CALIFORNIA 91006
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PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS

PROJECT: WEST LOS ANGELES

DATE: WEDNESDAY, OCTOBER 17, 2018

PERIOD: 03:00 PM TO 06:00 PM

INTERSECTION: WESTWOOD BOULEVARD / SANTA MONICA BOULEVARD

FILE: 3PMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0300-0315	10	18	10	9
0315-0330	8	24	13	11
0330-0345	10	21	12	8
0345-0400	28	38	16	9
0400-0415	18	20	5	11
0415-0430	13	26	10	16
0430-0445	13	25	16	10
0445-0500	25	28	13	14
0500-0515	11	16	16	17
0515-0530	17	21	16	21
0530-0545	9	18	19	26
0545-0600	13	22	16	18

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0300-0315	2	1	2	6
0315-0330	1	2	3	4
0330-0345	1	3	2	5
0345-0400	1	1	4	5
0400-0415	2	3	7	8
0415-0430	2	0	6	4
0430-0445	2	1	6	9
0445-0500	7	1	4	6
0500-0515	3	0	2	6
0515-0530	3	1	3	9
0530-0545	5	4	9	10
0545-0600	3	2	3	5

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0300-0400	56	101	51	37	245
0315-0415	64	103	46	39	252
0330-0430	69	105	43	44	261
0345-0445	72	109	47	46	274
0400-0500	69	99	44	51	263
0415-0515	62	95	55	57	269
0430-0530	66	90	61	62	279
0445-0545	62	83	64	78	287
0500-0600	50	77	67	82	276

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0300-0400	5	7	11	20	43
0315-0415	5	9	16	22	52
0330-0430	6	7	19	22	54
0345-0445	7	5	23	26	61
0400-0500	13	5	23	27	68
0415-0515	14	2	18	25	59
0430-0530	15	3	15	30	63
0445-0545	18	6	18	31	73
0500-0600	14	7	17	30	68

THE TRAFFIC SOLUTION
9 ALTA STREET UNIT E
ARCADIA, CALIFORNIA 91006
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PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS

PROJECT: WEST LOS ANGELES

DATE: TUESDAY, JUNE 05, 2018

PERIOD: 07:00 AM TO 10:00 AM

INTERSECTION: VETERAN AVENUE / OLYMPIC BOULEVARD

FILE: 5AMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	0	0	0	0
0715-0730	0	1	5	0
0730-0745	2	1	2	2
0745-0800	3	0	2	0
0800-0815	2	1	1	1
0815-0830	3	1	2	1
0830-0845	1	2	3	2
0845-0900	0	6	2	2
0900-0915	0	1	0	0
0915-0930	0	3	3	2
0930-0945	2	1	1	1
0945-1000	1	0	0	0

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	0	0	0	0
0715-0730	0	1	1	0
0730-0745	0	0	0	4
0745-0800	0	1	0	1
0800-0815	0	0	0	1
0815-0830	0	2	0	0
0830-0845	0	0	0	1
0845-0900	0	1	0	1
0900-0915	1	0	0	3
0915-0930	0	0	0	2
0930-0945	0	0	0	1
0945-1000	0	0	1	0

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	5	2	9	2	18
0715-0815	7	3	10	3	23
0730-0830	10	3	7	4	24
0745-0845	9	4	8	4	25
0800-0900	6	10	8	6	30
0815-0915	4	10	7	5	26
0830-0930	1	12	8	6	27
0845-0945	2	11	6	5	24
0900-1000	3	5	4	3	15

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	0	2	1	5	8
0715-0815	0	2	1	6	9
0730-0830	0	3	0	6	9
0745-0845	0	3	0	3	6
0800-0900	0	3	0	3	6
0815-0915	1	3	0	5	9
0830-0930	1	1	0	7	9
0845-0945	1	1	0	7	9
0900-1000	1	0	1	6	8

THE TRAFFIC SOLUTION
9 ALTA STREET UNIT E
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PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS

PROJECT: WEST LOS ANGELES

DATE: TUESDAY, JUNE 05, 2018

PERIOD: 03:00 PM TO 06:00 PM

INTERSECTION: VETERAN AVENUE / OLYMPIC BOULEVARD

FILE: 5PMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0300-0315	4	0	1	0
0315-0330	4	3	3	0
0330-0345	7	0	1	0
0345-0400	6	1	1	0
0400-0415	3	0	0	0
0415-0430	5	1	0	4
0430-0445	1	2	1	1
0445-0500	2	3	0	0
0500-0515	1	0	0	2
0515-0530	5	1	4	0
0530-0545	0	0	0	0
0545-0600	1	5	3	0

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0300-0315	0	3	0	0
0315-0330	0	0	0	0
0330-0345	1	0	0	0
0345-0400	0	1	0	0
0400-0415	1	0	0	0
0415-0430	0	0	0	0
0430-0445	0	2	0	0
0445-0500	0	2	0	0
0500-0515	0	0	0	0
0515-0530	0	1	0	0
0530-0545	0	0	0	0
0545-0600	0	1	0	0

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0300-0400	21	4	6	0	31
0315-0415	20	4	5	0	29
0330-0430	21	2	2	4	29
0345-0445	15	4	2	5	26
0400-0500	11	6	1	5	23
0415-0515	9	6	1	7	23
0430-0530	9	6	5	3	23
0445-0545	8	4	4	2	18
0500-0600	7	6	7	2	22

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0300-0400	1	4	0	0	5
0315-0415	2	1	0	0	3
0330-0430	2	1	0	0	3
0345-0445	1	3	0	0	4
0400-0500	1	4	0	0	5
0415-0515	0	4	0	0	4
0430-0530	0	5	0	0	5
0445-0545	0	3	0	0	3
0500-0600	0	2	0	0	2

THE TRAFFIC SOLUTION
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PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS

PROJECT: WEST LOS ANGELES

DATE: TUESDAY, JUNE 05, 2018

PERIOD: 07:00 AM TO 10:00 AM

INTERSECTION: WESTWOOD BOULEVARD / PICO BOULEVARD

FILE: 3AMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	4	6	6	0
0715-0730	5	7	7	1
0730-0745	8	13	5	0
0745-0800	6	7	8	2
0800-0815	10	17	4	5
0815-0830	4	18	2	0
0830-0845	6	11	7	1
0845-0900	3	10	11	5
0900-0915	7	15	3	4
0915-0930	3	13	11	4
0930-0945	9	15	9	8
0945-1000	10	10	13	6

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	0	4	0	0
0715-0730	0	3	1	0
0730-0745	0	4	0	0
0745-0800	1	3	1	0
0800-0815	1	8	1	0
0815-0830	0	6	0	0
0830-0845	0	10	1	0
0845-0900	1	5	0	0
0900-0915	0	7	1	1
0915-0930	1	6	1	0
0930-0945	0	5	1	1
0945-1000	1	2	0	2

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	23	33	26	3	85
0715-0815	29	44	24	8	105
0730-0830	28	55	19	7	109
0745-0845	26	53	21	8	108
0800-0900	23	56	24	11	114
0815-0915	20	54	23	10	107
0830-0930	19	49	32	14	114
0845-0945	22	53	34	21	130
0900-1000	29	53	36	22	140

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	1	14	2	0	17
0715-0815	2	18	3	0	23
0730-0830	2	21	2	0	25
0745-0845	2	27	3	0	32
0800-0900	2	29	2	0	33
0815-0915	1	28	2	1	32
0830-0930	2	28	3	1	34
0845-0945	2	23	3	2	30
0900-1000	2	20	3	4	29

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PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS

PROJECT: WEST LOS ANGELES

DATE: TUESDAY, JUNE 05, 2018

PERIOD: 03:00 PM TO 06:00 PM

INTERSECTION: WESTWOOD BOULEVARD / PICO BOULEVARD

FILE: 3PMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0300-0315	13	18	16	6
0315-0330	13	27	24	9
0330-0345	18	28	32	17
0345-0400	18	28	28	13
0400-0415	13	27	33	13
0415-0430	8	28	30	16
0430-0445	6	22	21	10
0445-0500	12	21	25	10
0500-0515	24	16	17	16
0515-0530	15	30	23	18
0530-0545	10	29	13	9
0545-0600	10	19	19	17

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0300-0315	1	3	0	1
0315-0330	0	2	0	1
0330-0345	2	6	1	4
0345-0400	1	2	0	1
0400-0415	1	0	1	2
0415-0430	1	3	1	5
0430-0445	1	2	0	0
0445-0500	0	1	0	2
0500-0515	0	4	2	3
0515-0530	1	1	1	3
0530-0545	3	0	2	5
0545-0600	1	2	1	8

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0300-0400	62	101	100	45	308
0315-0415	62	110	117	52	341
0330-0430	57	111	123	59	350
0345-0445	45	105	112	52	314
0400-0500	39	98	109	49	295
0415-0515	50	87	93	52	282
0430-0530	57	89	86	54	286
0445-0545	61	96	78	53	288
0500-0600	59	94	72	60	285

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0300-0400	4	13	1	7	25
0315-0415	4	10	2	8	24
0330-0430	5	11	3	12	31
0345-0445	4	7	2	8	21
0400-0500	3	6	2	9	20
0415-0515	2	10	3	10	25
0430-0530	2	8	3	8	21
0445-0545	4	6	5	13	28
0500-0600	5	7	6	19	37

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PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS

PROJECT: WEST LOS ANGELES

DATE: WEDNESDAY, OCTOBER 17, 2018

PERIOD: 07:00 AM TO 10:00 AM

INTERSECTION: OVERLAND AVENUE / OLYMPIC BOULEVARD

FILE: 4AMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	2	1	0	3
0715-0730	0	1	1	0
0730-0745	1	0	5	4
0745-0800	2	10	10	27
0800-0815	12	11	3	10
0815-0830	10	2	0	3
0830-0845	2	0	2	4
0845-0900	0	0	0	2
0900-0915	2	1	2	0
0915-0930	0	0	1	0
0930-0945	4	3	2	2
0945-1000	3	1	2	2

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	2	0	0	0
0715-0730	2	1	0	0
0730-0745	0	0	0	0
0745-0800	1	0	1	1
0800-0815	0	0	1	0
0815-0830	0	0	0	0
0830-0845	0	0	1	0
0845-0900	1	0	2	0
0900-0915	0	0	0	0
0915-0930	0	0	2	0
0930-0945	0	2	1	0
0945-1000	1	0	0	0

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	5	12	16	34	67
0715-0815	15	22	19	41	97
0730-0830	25	23	18	44	110
0745-0845	26	23	15	44	108
0800-0900	24	13	5	19	61
0815-0915	14	3	4	9	30
0830-0930	4	1	5	6	16
0845-0945	6	4	5	4	19
0900-1000	9	5	7	4	25

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	5	1	1	1	8
0715-0815	3	1	2	1	7
0730-0830	1	0	2	1	4
0745-0845	1	0	3	1	5
0800-0900	1	0	4	0	5
0815-0915	1	0	3	0	4
0830-0930	1	0	5	0	6
0845-0945	1	2	5	0	8
0900-1000	1	2	3	0	6

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trafsolutn@aol.com

PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS

PROJECT: WEST LOS ANGELES

DATE: WEDNESDAY, OCTOBER 17, 2018

PERIOD: 03:00 PM TO 06:00 PM

INTERSECTION: OVERLAND AVENUE / OLYMPIC BOULEVARD

FILE: 4PMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0300-0315	4	9	2	2
0315-0330	2	7	0	2
0330-0345	2	0	8	6
0345-0400	3	4	0	2
0400-0415	0	3	2	8
0415-0430	5	10	0	3
0430-0445	3	2	6	3
0445-0500	2	3	0	2
0500-0515	2	1	2	1
0515-0530	1	0	2	2
0530-0545	2	1	0	0
0545-0600	2	1	1	1

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0300-0315	0	0	0	0
0315-0330	2	0	0	0
0330-0345	0	0	1	1
0345-0400	1	0	1	0
0400-0415	0	0	0	2
0415-0430	0	0	0	0
0430-0445	1	0	0	2
0445-0500	0	0	0	0
0500-0515	1	1	0	0
0515-0530	0	0	0	1
0530-0545	1	0	1	1
0545-0600	0	0	1	1

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0300-0400	11	20	10	12	53
0315-0415	7	14	10	18	49
0330-0430	10	17	10	19	56
0345-0445	11	19	8	16	54
0400-0500	10	18	8	16	52
0415-0515	12	16	8	9	45
0430-0530	8	6	10	8	32
0445-0545	7	5	4	5	21
0500-0600	7	3	5	4	19

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0300-0400	3	0	2	1	6
0315-0415	3	0	2	3	8
0330-0430	1	0	2	3	6
0345-0445	2	0	1	4	7
0400-0500	1	0	0	4	5
0415-0515	2	1	0	2	5
0430-0530	2	1	0	3	6
0445-0545	2	1	1	2	6
0500-0600	2	1	2	3	8

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APPENDIX G

RELATED PROJECT TRAFFIC INFORMATION

2138 - 50 Westwood Boulevard
Related Projects

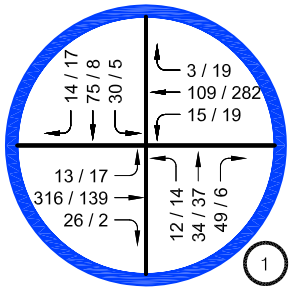
No	Location	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
1	3115 Sepulveda Boulevard	772	16	57	73	61	50	111
2	11122 Pico Boulevard	9,953	147	247	394	537	455	992
3	11800 Santa Monica Boulevard	2,057	6	54	60	98	62	160
4	11752 Santa Monica Boulevard	1,665	22	67	89	80	53	133
5	11674 Santa Monica Boulevard	3,452	39	81	120	132	106	238
6	11628 Pico Boulevard	626	9	30	39	33	20	53
7	10330 W. Bellwood Avenue	1,208	57	18	75	36	77	113
8	11421 W. Olympic Boulevard	849	11	38	49	43	27	70
9	12101 W. Olympic Boulevard	8,407	305	248	553	318	308	626
10	11460 W. Gateway Boulevard	858	13	53	66	52	28	80
11	11355 W. Olympic Boulevard	1,244	134	33	167	49	120	169
12	1855 S Westwood Boulevard	200	3	12	15	12	7	19
13	12414 W. Exposition Boulevard	788	107	13	120	15	94	109
14	11671 W. National Boulevard	186	3	11	14	11	6	17
15	11916 W. Pico Boulevard	179	(20)	11	(9)	(8)	(30)	(38)
16	2231 S. Barrington Avenue	610	24	11	35	34	39	73
17	3505 Sepulveda Boulevard	884	56	53	109	23	23	46
18	3443 Sepulveda Boulevard	2,308	33	104	137	159	112	272
19	10400 Santa Monica Boulevard	638	10	39	49	39	21	60

2138 - 50 Westwood Boulevard
Related Projects

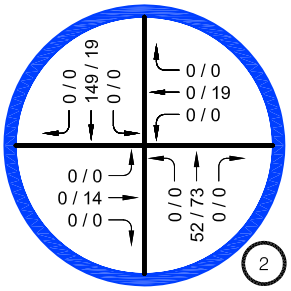
No	Location	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
20	10201 W. Pico Boulevard	8,153	915	94	1,009	112	479	591
21	1736 S. Sepiulveda Boulevard	84	11	1	12	4	18	22
22	2025 Avenue of the Stars	(1,687)	(108)	0	(108)	(22)	(31)	(53)
23	1950 Avenue of the Stars	3,607	413	22	435	35	357	392
24	12300 - 12328 W. Pico Boulevard	507	8	27	35	28	16	44
25	1947 Sawtelle Boulevard	914	12	38	50	45	29	74
26	11272 Nebraska Avenue	160	2	10	12	10	5	15
27	1650 Sawtelle Boulevard	319	5	20	25	19	10	29
28	12035 Wilshire Boulevard	859	11	35	46	41	27	68
29	11965 Montana Avenue	326	5	20	25	20	11	31
30	11811 San Vicente Boulevard	11	14	2	16	3	12	15
31	11950 W. Missouri Avenue	492	8	30	38	30	16	46
32	12431 Rochesster Avenue	333	5	20	25	20	11	31
33	3008 Santa Monica Bouelvard	173	3	11	14	10	6	16
34	2930 Colorado Avenue	2,487	38	153	191	151	81	232
35	2834 Colorado Avenue	2,118	165	135	299	129	157	286
36	2901 Santa Monica Boulevard	617	8	26	34	30	20	50
37	12001 W. Pico Boulevard	708	10	24	34	37	23	60

2138 - 50 Westwood Boulevard
Related Projects

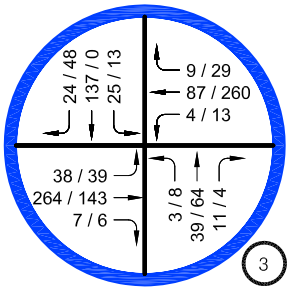
No	Location	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
38	11628 Santa Monica Boulevard	1,176	15	43	58	54	37	91
39	11261 Santa Monica Boulevard	791	12	49	61	48	26	74
40	10777 Wilshire Boulevard	372	6	23	29	23	12	35
41	860 S. Devon Avenue	219	3	13	16	13	7	20
42	10955 W. Wilshire Bouelvard	1,940	28	104	132	108	63	171
43	UCLA Student Housing Master Plan	(77)	(10)	(14)	(24)	(5)	17	12
44	10822 Wilshire Boulevard	605	12	23	35	24	20	44
45	11001 Pico Boulevard	407	9	21	30	22	14	36
46	10534 W. Santa Monica Boulevard	246	4	15	19	15	8	23
47	108700 Pico Boulevard Westside Pavilion convert shopping center to office	(16,358)	242	(114)	128	(961)	(592)	(1,553)
48	3030 Nebraska Avenue	2088	26	77	103	96	65	161
49	1779 Westwood Boulevard	737	9	30	39	36	23	59



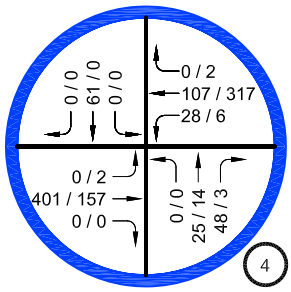
WESTWOOD BOULEVARD &
OLYMPIC BOULEVARD



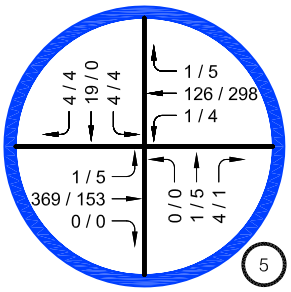
WESTWOOD BOULEVARD &
LA GRANGE AVENUE



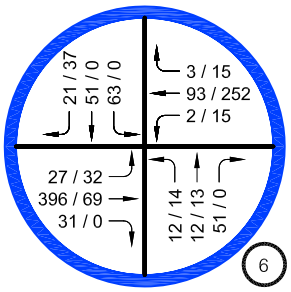
WESTWOOD BOULEVARD &
SANTA MONICA BOULEVARD



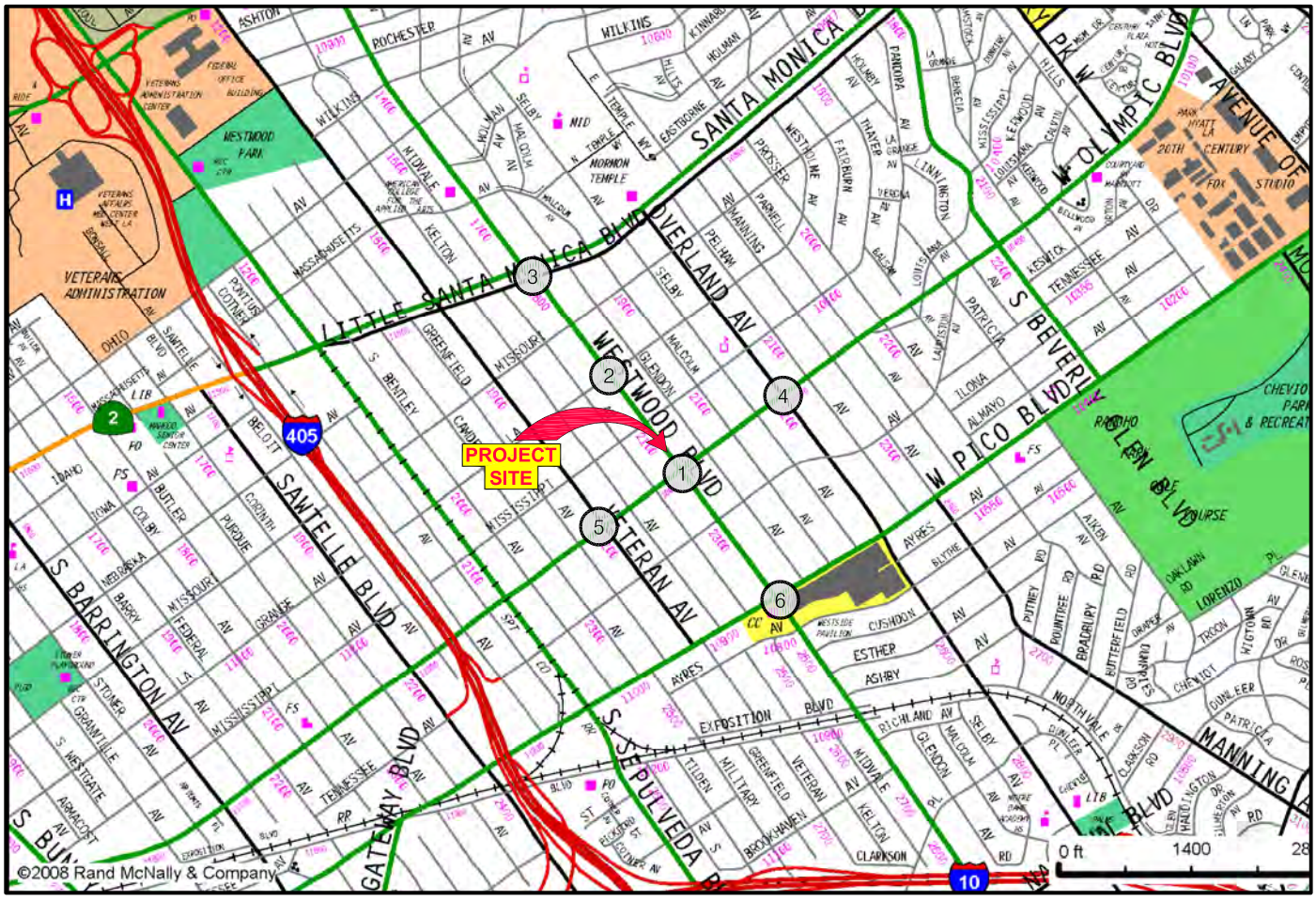
OLYMPIC BOULEVARD &
OVERLAND AVENUE



OLYMPIC BOULEVARD &
VETERAN AVENUE



PICO BOULEVARD &
WESTWOOD BOULEVARD



10/2018

RELATED PROJECT TRAFFIC VOLUMES
AM / PM PEAK HOURS

Overland Traffic Consultants, Inc.
24325 Main Street #202, Santa Clarita, CA 91321
(661) 799 - 8423, OTC@overlandtraffic.com

APPENDIX H

LEVEL OF SERVICE WORKSHEETS

Existing + Project

Future Cumulative (2021)

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	WESTWOOD BOULEVARD	Year of Count:	2018	Ambient Growth: (%):	1	Conducted by:	JO	Date:	1/1/2019
1	East-West Street:	OLYMPIC BOULEVARD	Projection Year:	2021	Peak Hour:	AM	Reviewed by:		Project:	2138 WESTWOOD

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
No. of Phases			4			4			4				4				4	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0	
	EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	
NORTHBOUND																		
Left	138	1	138	0	138	138	12	154	1	154	0	154	1	154	0	154	1	154
Left-Through		0							0				0				0	
Through	916	1	**515**	3	919	**517**	34	978	1	**572**	3	981	1	**574**	0	981	1	**574**
Through-Right		1							1				1				1	
Right	114	0	114	0	114	114	49	166	0	166	0	166	0	166	0	166	0	166
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	121	1	**121**	2	123	**123**	30	155	1	**155**	2	157	1	**157**	0	157	1	**157**
Left-Through		0							0				0				0	
Through	398	1	253	9	407	259	75	485	1	305	9	494	1	311	0	494	1	311
Through-Right		1							1				1				1	
Right	107	0	107	3	110	110	14	124	0	124	3	127	0	127	0	127	0	127
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	52	1	52	1	53	53	13	67	1	67	1	68	1	68	0	68	1	68
Left-Through		0							0				0				0	
Through	2242	2	**769**	0	2242	**769**	316	2626	2	**906**	0	2626	2	**906**	0	2626	2	**906**
Through-Right		1							1				1				1	
Right	64	0	64	0	*64*	64	26	92	0	92	0	92	0	92	0	92	0	92
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	67	1	**67**	0	67	**67**	15	84	1	**84**	0	84	1	**84**	0	84	1	**84**
Left-Through		0							0				0				0	
Through	2179	3	726	0	2179	726	109	2354	3	785	0	2354	3	785	0	2354	3	785
Through-Right		0							0				0				0	
Right	116	1	56	1	117	56	3	123	1	46	1	124	1	46	0	124	1	46
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES		***North-South:***	636		***North-South:***	640		***North-South:***	727			***North-South:***	731			***North-South:***	731	
		East-West:	836		***East-West:***	836		***East-West:***	990			***East-West:***	990			***East-West:***	990	
		SUM:	1472		***SUM:***	1476		***SUM:***	1717			***SUM:***	1721			***SUM:***	1721	
VOLUME/CAPACITY *(V/C)* RATIO:			1.071			1.073			1.249				1.252				1.252	
***V/C* LESS ATSAC/ATCS ADJUSTMENT:**			**0.971**			**0.973**			**1.149**				**1.152**				**1.152**	
LEVEL OF SERVICE (LOS):			**E**			**E**			**F**				**F**				**F**	

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.003	**Δ*v/c* after mitigation:**	0.003
Significant impacted?	NO	**Fully mitigated?**	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	WESTWOOD BOULEVARD	Year of Count:	2018	Ambient Growth: (%):	1	Conducted by:	JO	Date:	1/1/2019
1	East-West Street:	OLYMPIC BOULEVARD	Projection Year:	2021	Peak Hour:	PM	Reviewed by:		Project:	2138 WESTWOOD

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			4			4			4				4			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0	
	EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2			2			2
Override Capacity			0			0			0				0			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	123	1	**123**	0	123	**123**	14	141	1	**141**	0	141	1	**141**	0	141	1	**141**
	Left-Through		0							0				0				0	
	Through	904	1	497	9	913	501	37	968	1	533	9	977	1	538	0	977	1	538
	Through-Right		1							1				1				1	
	Right	89	0	89	0	89	89	6	98	0	98	0	98	0	98	0	98	0	98
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	237	1	237	1	238	238	5	249	1	249	1	250	1	250	0	250	1	250
	Left-Through		0							0				0				0	
	Through	1040	1	**624**	6	1046	**628**	8	1080	1	**656**	6	1086	1	**660**	0	1086	1	**660**
	Through-Right		1							1				1				1	
	Right	208	0	208	2	210	210	17	231	0	231	2	233	0	233	0	233	0	233
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	103	1	103	4	107	107	17	123	1	123	4	127	1	127	0	127	1	127
	Left-Through		0							0				0				0	
	Through	1678	2	**590**	0	1678	**590**	139	1868	2	**655**	0	1868	2	**655**	0	1868	2	**655**
	Through-Right		1							1				1				1	
	Right	92	0	92	0	92	92	2	97	0	97	0	97	0	97	0	97	0	97
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	136	1	**136**	0	136	**136**	19	159	1	**159**	0	159	1	**159**	0	159	1	**159**
	Left-Through		0							0				0				0	
	Through	2046	3	528	0	2046	528	282	2390	3	619	0	2390	3	619	0	2390	3	619
	Through-Right		1							1				1				1	
	Right	64	0	64	2	66	66	19	85	0	85	2	87	0	87	0	87	0	87
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		747	*North-South:*		751	*North-South:*			797	*North-South:*			801	*North-South:*			801
		East-West:		726	*East-West:*		726	*East-West:*			814	*East-West:*			814	*East-West:*			814
		SUM:		1473	*SUM:*		1477	*SUM:*			1611	*SUM:*			1615	*SUM:*			1615
VOLUME/CAPACITY *(V/C)* RATIO:				1.071			1.074				1.172				1.175				1.175
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.971**			**0.974**				**1.072**				**1.075**				**1.075**
LEVEL OF SERVICE (LOS):				**E**			**E**				**F**				**F**				**F**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.003	Δ*v/c* after mitigation:	0.003
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	WESTWOOD BOULEVARD	Year of Count:	2018	Ambient Growth: (%):	1	Conducted by:	JO	Date:	1/1/2019
2	East-West Street:	LA GRANGE AVENUE	Projection Year:	2021	Peak Hour:	AM	Reviewed by:		Project:	2138 WESTWOOD

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			2			2			2				2			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2			2			2
Override Capacity			0			0			0				0			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	20	1	20	0	20	20	0	21	1	21	0	21	1	21	0	21	1	21
	Left-Through		0							0				0				0	
	Through	1017	1	**519**	4	1021	**521**	52	1100	1	**561**	4	1104	1	**563**	0	1104	1	**563**
	Through-Right		1							1				1				1	
	Right	21	0	21	0	21	21	0	22	0	22	0	22	0	22	0	22	0	22
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	18	1	**18**	0	18	**18**	0	19	1	**19**	0	19	1	**19**	0	19	1	**19**
	Left-Through		0							0				0				0	
	Through	607	1	320	1	608	321	149	774	1	404	1	775	1	405	0	775	1	405
	Through-Right		1							1				1				1	
	Right	33	0	33	0	33	33	0	34	0	34	0	34	0	34	0	34	0	34
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	24	0	**24**	0	24	**24**	0	25	0	**25**	0	25	0	**25**	0	25	0	**25**
	Left-Through		0							0				0				0	
	Through	26	0	76	0	26	76	0	27	0	79	0	27	0	79	0	27	0	79
	Through-Right		0							0				0				0	
	Right	26	0	0	0	*26*	0	0	27	0	0	0	27	0	0	0	27	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	29	0	29	0	29	29	0	30	0	30	0	30	0	30	0	30	0	30
	Left-Through		0							0				0				0	
	Through	44	0	**134**	0	44	**134**	0	45	0	**138**	0	45	0	**138**	0	45	0	**138**
	Through-Right		0							0				0				0	
	Right	61	0	0	0	61	0	0	63	0	0	0	63	0	0	0	63	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		537	*North-South:*		539	*North-South:*			580	*North-South:*			582	*North-South:*			582
		East-West:		158	*East-West:*		158	*East-West:*			163	*East-West:*			163	*East-West:*			163
		SUM:		695	*SUM:*		697	*SUM:*			743	*SUM:*			745	*SUM:*			745
VOLUME/CAPACITY *(V/C)* RATIO:				0.463			0.465				0.495				0.497				0.497
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.363**			**0.365**				**0.395**				**0.397**				**0.397**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.002	Δ*v/c* after mitigation:	0.002
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	WESTWOOD BOULEVARD	Year of Count:	2018	Ambient Growth: (%):	1	Conducted by:	JO	Date:	1/1/2019
2	East-West Street:	LA GRANGE AVENUE	Projection Year:	2021	Peak Hour:	PM	Reviewed by:		Project:	2138 WESTWOOD

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	1	**30**	0	30	**30**	0	31	1	**31**	0	31	1	**31**	0	31	1	**31**
	Left-Through		0							0				0				0	
	Through	998	1	530	3	1001	532	73	1101	1	583	3	1104	1	584	0	1104	1	584
	Through-Right		1							1				1				1	
	Right	62	0	62	0	62	62	0	64	0	64	0	64	0	64	0	64	0	64
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	48	1	48	0	48	48	0	49	1	49	0	49	1	49	0	49	1	49
	Left-Through		0							0				0				0	
	Through	1305	1	**688**	4	1309	**690**	19	1364	1	**718**	4	1368	1	**720**	0	1368	1	**720**
	Through-Right		1							1				1				1	
	Right	70	0	70	0	70	70	0	72	0	72	0	72	0	72	0	72	0	72
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	37	0	37	0	37	37	0	38	0	38	0	38	0	38	0	38	0	38
	Left-Through		0							0				0				0	
	Through	73	0	**188**	0	73	**188**	14	89	0	**207**	0	89	0	**207**	0	89	0	**207**
	Through-Right		0							0				0				0	
	Right	78	0	0	0	78	0	0	80	0	0	0	80	0	0	0	80	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	54	0	**54**	0	54	**54**	0	56	0	**56**	0	56	0	**56**	0	56	0	**56**
	Left-Through		0							0				0				0	
	Through	47	0	132	0	47	132	19	67	0	155	0	67	0	155	0	67	0	155
	Through-Right		0							0				0				0	
	Right	31	0	0	0	31	0	0	32	0	0	0	32	0	0	0	32	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		718	*North-South:*		720	*North-South:*			749	*North-South:*			751	*North-South:*			751
		East-West:		242	*East-West:*		242	*East-West:*			263	*East-West:*			263	*East-West:*			263
		SUM:		960	*SUM:*		962	*SUM:*			1012	*SUM:*			1014	*SUM:*			1014
VOLUME/CAPACITY *(V/C)* RATIO:				0.640			0.641				0.675				0.676				0.676
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.540**			**0.541**				**0.575**				**0.576**				**0.576**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	Δ*v/c* after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	WESTWOOD BOULEVARD	Year of Count:	2018	Ambient Growth: (%):	1	Conducted by:	jto	Date:	1/1/2019
3	East-West Street:	SANTA MONICA BOULEVARD	Projection Year:	2021	Peak Hour:	AM	Reviewed by:		Project:	2138 WESTWOOD

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			4			4				4				4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0				0				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--		0	NB-- 0	SB--		0	NB-- 0	SB--		0
	EB-- 3	WB--	3	EB-- 3	WB--	3	EB-- 3	WB--		3	EB-- 3	WB--		3	EB-- 3	WB--		3
ATSAC-1 or ATSAC+ATCS-2?			2			2				2				2				2
Override Capacity			0			0				0				0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	132	1	132	2	134	134	3	139	1	139	2	141	1	141	0	141	1	141
	Left-Through		0							0				0				0	
	Through	842	1	**475**	1	843	**476**	39	907	1	**515**	1	908	1	**516**	0	908	1	**516**
	Through-Right		1							1				1				1	
	Right	108	0	108	1	109	109	11	122	0	122	1	123	0	123	0	123	0	123
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	245	1	**245**	0	245	**245**	25	277	1	**277**	0	277	1	**277**	0	277	1	**277**
	Left-Through		0							0				0				0	
	Through	342	2	171	0	342	171	137	489	2	245	0	489	2	245	0	489	2	245
	Through-Right		0							0				0				0	
	Right	114	1	93	0	114	93	24	141	1	109	0	141	1	109	0	141	1	109
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	79	2	43	0	79	43	38	119	2	65	0	119	2	65	0	119	2	65
	Left-Through		0							0				0				0	
	Through	1832	3	**611**	0	1832	**611**	264	2152	3	**717**	0	2152	3	**717**	0	2152	3	**717**
	Through-Right		0							0				0				0	
	Right	97	1	0	1	98	0	7	107	1	0	1	108	1	0	0	108	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	236	2	**130**	0	236	**130**	4	247	2	**136**	0	247	2	**136**	0	247	2	**136**
	Left-Through		0							0				0				0	
	Through	1401	3	467	0	1401	467	87	1530	3	510	0	1530	3	510	0	1530	3	510
	Through-Right		0							0				0				0	
	Right	258	1	13	0	258	13	9	275	1	0	0	275	1	0	0	275	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		720	North-South:		721	North-South:			792	North-South:			793	North-South:			793
		East-West:		741	East-West:		741	East-West:			853	East-West:			853	East-West:			853
		SUM:		1461	SUM:		1462	SUM:			1645	SUM:			1646	SUM:			1646
VOLUME/CAPACITY (V/C) RATIO:				1.063			1.063				1.196				1.197				1.197
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.963**			**0.963**				**1.096**				**1.097**				**1.097**
LEVEL OF SERVICE (LOS):				**E**			**E**				**F**				**F**				**F**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	Δ*v/c* after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	WESTWOOD BOULEVARD	Year of Count:	2018	Ambient Growth: (%):	1	Conducted by:	jto	Date:	1/1/2019
3	East-West Street:	SANTA MONICA BOULEVARD	Projection Year:	2021	Peak Hour:	PM	Reviewed by:		Project:	2138 WESTWOOD

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			4			4				4				4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0				0				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--		0	NB-- 0	SB--		0	NB-- 0	SB--		0
	EB-- 3	WB--	3	EB-- 3	WB--	3	EB-- 3	WB--		3	EB-- 3	WB--		3	EB-- 3	WB--		3
ATSAC-1 or ATSAC+ATCS-2?			2			2				2				2				2
Override Capacity			0			0				0				0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	186	1	186	2	188	188	8	200	1	200	2	202	1	202	0	202	1	202
	Left-Through		0							0				0				0	
	Through	754	1	**437**	1	755	**437**	64	841	1	**484**	1	842	1	**485**	0	842	1	**485**
	Through-Right		1							1				1				1	
	Right	119	0	119	0	119	119	4	127	0	127	0	127	0	127	0	127	0	127
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	198	1	**198**	0	198	**198**	13	217	1	**217**	0	217	1	**217**	0	217	1	**217**
	Left-Through		0							0				0				0	
	Through	877	2	439	1	878	439	0	904	2	452	1	905	2	453	0	905	2	453
	Through-Right		0							0				0				0	
	Right	78	1	48	0	78	48	48	128	1	86	0	128	1	86	0	128	1	86
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	110	2	61	0	110	61	39	152	2	84	0	152	2	84	0	152	2	84
	Left-Through		0							0				0				0	
	Through	1509	3	**503**	0	1509	**503**	143	1698	3	**566**	0	1698	3	**566**	0	1698	3	**566**
	Through-Right		0							0				0				0	
	Right	238	1	52	2	240	52	6	251	1	51	2	253	1	51	0	253	1	51
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	347	2	**191**	1	348	**191**	13	371	2	**204**	1	372	2	**205**	0	372	2	**205**
	Left-Through		0							0				0				0	
	Through	1313	3	438	0	1313	438	260	1613	3	538	0	1613	3	538	0	1613	3	538
	Through-Right		0							0				0				0	
	Right	153	1	0	0	153	0	29	187	1	0	0	187	1	0	0	187	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*			635	*North-South:*		635	*North-South:*			701	*North-South:*			702	*North-South:*			702
	East-West:			694	*East-West:*		694	*East-West:*			770	*East-West:*			771	*East-West:*			771
	SUM:			1329	*SUM:*		1329	*SUM:*			1471	*SUM:*			1473	*SUM:*			1473
VOLUME/CAPACITY *(V/C)* RATIO:				0.967			0.967				1.070				1.071				1.071
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.867**			**0.867**				**0.970**				**0.971**				**0.971**
LEVEL OF SERVICE (LOS):				**D**			**D**				**E**				**E**				**E**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	∆*v/c* after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	OVERLAND AVENUE	Year of Count:	2018	Ambient Growth: (%):	1	Conducted by:	jto	Date:	1/1/2019
4	East-West Street:	OLYMPIC BOULEVARD	Projection Year:	2021	Peak Hour:	AM	Reviewed by:		Project:	2138 WESTWOOD

No. of Phases			3			3			3			3			3			3	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	77	1	77	0	77	77	0	79	1	79	0	79	1	79	0	79	1	79
Left-Through		0							0				0				0	
Through	185	0	**354**	0	185	**354**	25	216	0	**438**	0	216	0	**438**	0	216	0	**438**
Through-Right		1							1				1				1	
Right	169	0	0	0	169	0	48	222	0	0	0	222	0	0	0	222	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	54	1	**54**	0	54	**54**	0	56	1	**56**	0	56	1	**56**	0	56	1	**56**
Left-Through		0							0				0				0	
Through	208	0	248	0	208	248	61	275	0	316	0	275	0	316	0	275	0	316
Through-Right		1							1				1				1	
Right	40	0	0	0	40	0	0	41	0	0	0	41	0	0	0	41	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	11	1	11	0	11	11	0	11	1	11	0	11	1	11	0	11	1	11
Left-Through		0							0				0				0	
Through	2367	2	**799**	2	2369	**800**	401	2840	2	**957**	2	2842	2	**958**	0	2842	2	**958**
Through-Right		1							1				1				1	
Right	31	0	31	0	31	31	0	32	0	32	0	32	0	32	0	32	0	32
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	124	1	**124**	0	124	**124**	28	156	1	**156**	0	156	1	**156**	0	156	1	**156**
Left-Through		0							0				0				0	
Through	2399	3	800	1	2400	800	107	2579	3	860	1	2580	3	860	0	2580	3	860
Through-Right		0							0				0				0	
Right	23	1	0	0	23	0	0	24	1	0	0	24	1	0	0	24	1	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*	408		*North-South:*	408		*North-South:*		494		*North-South:*		494		*North-South:*		494
		East-West:	923		*East-West:*	924		*East-West:*		1113		*East-West:*		1114		*East-West:*		1114
		SUM:	1331		*SUM:*	1332		*SUM:*		1607		*SUM:*		1608		*SUM:*		1608
VOLUME/CAPACITY *(V/C)* RATIO:			0.934			0.935				1.128				1.128				1.128
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.834**			**0.835**				**1.028**				**1.028**				**1.028**
LEVEL OF SERVICE (LOS):			**D**			**D**				**F**				**F**				**F**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	∆*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	OVERLAND AVENUE	Year of Count:	2018	Ambient Growth: (%):	1	Conducted by:	jto	Date:	1/1/2019
4	East-West Street:	OLYMPIC BOULEVARD	Projection Year:	2021	Peak Hour:	PM	Reviewed by:		Project:	2138 WESTWOOD

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			3			3			3				3			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	123	1	**123**	0	123	**123**	0	127	1	127	0	127	1	127	0	127	1	127
	Left-Through		0							0				0				0	
	Through	294	0	400	0	294	400	14	317	0	**429**	0	317	0	**429**	0	317	0	**429**
	Through-Right		1							1				1				1	
	Right	106	0	0	0	106	0	3	112	0	0	0	112	0	0	0	112	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	71	1	71	0	71	71	0	73	1	**73**	0	73	1	**73**	0	73	1	**73**
	Left-Through		0							0				0				0	
	Through	331	0	**363**	0	331	**363**	0	341	0	374	0	341	0	374	0	341	0	374
	Through-Right		1							1				1				1	
	Right	32	0	0	0	32	0	0	33	0	0	0	33	0	0	0	33	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	26	1	26	0	26	26	2	29	1	29	0	29	1	29	0	29	1	29
	Left-Through		0							0				0				0	
	Through	1834	2	**630**	1	1835	**631**	157	2047	2	**702**	1	2048	2	**702**	0	2048	2	**702**
	Through-Right		1							1				1				1	
	Right	57	0	57	0	57	57	0	59	0	59	0	59	0	59	0	59	0	59
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	240	1	**240**	0	240	**240**	6	253	1	**253**	0	253	1	**253**	0	253	1	**253**
	Left-Through		0							0				0				0	
	Through	2292	3	579	2	2294	579	317	2678	3	676	2	2680	3	677	0	2680	3	677
	Through-Right		1							1				1				1	
	Right	23	0	23	0	23	23	2	26	0	26	0	26	0	26	0	26	0	26
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES			*North-South:*	486		*North-South:*	486		*North-South:*		502		*North-South:*		502		*North-South:*		502
			East-West:	870		*East-West:*	871		*East-West:*		955		*East-West:*		955		*East-West:*		955
			SUM:	1356		*SUM:*	1357		*SUM:*		1457		*SUM:*		1457		*SUM:*		1457
VOLUME/CAPACITY *(V/C)* RATIO:				0.952			0.952				1.022				1.022				1.022
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.852**			**0.852**				**0.922**				**0.922**				**0.922**
LEVEL OF SERVICE (LOS):				**D**			**D**				**E**				**E**				**E**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	∆*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	VETERAN AVENUE	Year of Count:	2018	Ambient Growth: (%):	1	Conducted by:	jto	Date:	1/1/2019
5	East-West Street:	OLYMPIC BOULEVARD	Projection Year:	2021	Peak Hour:	AM	Reviewed by:		Project:	2138 WESTWOOD

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			2			2			2				2			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					2
Override Capacity			0			0			0				0					0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	42	1	42	0	42	42	0	43	1	43	0	43	1	43	0	43	1	43
	Left-Through		0							0				0				0	
	Through	167	0	**192**	0	167	**192**	1	173	0	**203**	0	173	0	**203**	0	173	0	**203**
	Through-Right		1							1				1				1	
	Right	25	0	0	0	25	0	4	30	0	0	0	30	0	0	0	30	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	59	1	**59**	0	59	**59**	4	65	1	**65**	0	65	1	**65**	0	65	1	**65**
	Left-Through		0							0				0				0	
	Through	41	0	76	0	41	76	19	61	0	101	0	61	0	101	0	61	0	101
	Through-Right		1							1				1				1	
	Right	35	0	0	0	35	0	4	40	0	0	0	40	0	0	0	40	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	19	1	**19**	0	19	**19**	1	21	1	**21**	0	21	1	**21**	0	21	1	**21**
	Left-Through		0							0				0				0	
	Through	1790	2	602	1	1791	603	369	2213	2	744	1	2214	2	744	0	2214	2	744
	Through-Right		1							1				1				1	
	Right	17	0	17	0	17	17	0	18	0	18	0	18	0	18	0	18	0	18
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	8	1	8	0	8	8	1	9	1	9	0	9	1	9	0	9	1	9
	Left-Through		0							0				0				0	
	Through	2218	3	**739**	3	2221	**740**	126	2411	3	**804**	3	2414	3	**805**	0	2414	3	**805**
	Through-Right		0							0				0				0	
	Right	30	1	1	0	30	1	1	32	1	0	0	32	1	0	0	32	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		251	North-South:		251	North-South:			268	North-South:			268	North-South:			268
		East-West:		758	East-West:		759	East-West:			825	East-West:			826	East-West:			826
		SUM:		1009	SUM:		1010	SUM:			1093	SUM:			1094	SUM:			1094
VOLUME/CAPACITY (V/C) RATIO:				0.673			0.673				0.729				0.729				0.729
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.573**			**0.573**				**0.629**				**0.629**				**0.629**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	∆*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	VETERAN AVENUE	Year of Count:	2018	Ambient Growth: (%):	1	Conducted by:	jto	Date:	1/1/2019
5	East-West Street:	OLYMPIC BOULEVARD	Projection Year:	2021	Peak Hour:	PM	Reviewed by:		Project:	2138 WESTWOOD

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	50	1	**50**	0	50	**50**	0	52	1	**52**	0	52	1	**52**	0	52	1	**52**
Left-Through		0							0				0				0	
Through	181	0	197	0	181	197	5	191	0	208	0	191	0	208	0	191	0	208
Through-Right		1							1				1				1	
Right	16	0	0	0	16	0	1	17	0	0	0	17	0	0	0	17	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	74	1	74	0	74	74	4	80	1	80	0	80	1	80	0	80	1	80
Left-Through		0							0				0				0	
Through	373	0	**433**	0	373	**433**	0	384	0	**450**	0	384	0	**450**	0	384	0	**450**
Through-Right		1							1				1				1	
Right	60	0	0	0	60	0	4	66	0	0	0	66	0	0	0	66	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	54	1	54	0	54	54	5	61	1	61	0	61	1	61	0	61	1	61
Left-Through		0							0				0				0	
Through	1627	2	**552**	4	1631	**553**	153	1829	2	**619**	4	1833	2	**621**	0	1833	2	**621**
Through-Right		1							1				1				1	
Right	28	0	28	0	28	28	0	29	0	29	0	29	0	29	0	29	0	29
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	50	1	**50**	0	50	**50**	4	56	1	**56**	0	56	1	**56**	0	56	1	**56**
Left-Through		0							0				0				0	
Through	2030	3	516	2	2032	516	298	2390	3	607	2	2392	3	608	0	2392	3	608
Through-Right		1							1				1				1	
Right	32	0	32	0	32	32	5	38	0	38	0	38	0	38	0	38	0	38
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		483	*North-South:*		483	*North-South:*			502	*North-South:*			502	*North-South:*			502
	East-West:		602	*East-West:*		603	*East-West:*			675	*East-West:*			677	*East-West:*			677
	SUM:		1085	*SUM:*		1086	*SUM:*			1177	*SUM:*			1179	*SUM:*			1179
VOLUME/CAPACITY *(V/C)* RATIO:			0.723			0.724				0.785				0.786				0.786
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.623**			**0.624**				**0.685**				**0.686**				**0.686**
LEVEL OF SERVICE (LOS):			**B**			**B**				**B**				**B**				**B**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	∆*v/c* after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	WESTWOOD BOULEVARD	Year of Count:	2018	Ambient Growth: (%):	1	Conducted by:	jto	Date:	1/1/2019
6	East-West Street:	PICO BOULEVARD	Projection Year:	2021	Peak Hour:	AM	Reviewed by:		Project:	2138 WESTWOOD

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			4			4				4				4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0				0				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 3	SB--	0	NB-- 3	SB--		0	NB-- 3	SB--		0	NB-- 3	SB--		0
	EB-- 3	WB--	3	EB-- 3	WB--	3	EB-- 3	WB--		3	EB-- 3	WB--		3	EB-- 3	WB--		3
ATSAC-1 or ATSAC+ATCS-2?			2			2				2				2				2
Override Capacity			0			0				0				0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	65	1	65	0	65	65	12	79	1	79	0	79	1	79	0	79	1	79
	Left-Through		0							0				0				0	
	Through	648	2	**324**	2	650	**325**	12	680	2	**340**	2	682	2	**341**	0	682	2	**341**
	Through-Right		0							0				0				0	
	Right	93	1	51	0	93	51	51	147	1	102	0	147	1	102	0	147	1	102
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	100	1	**100**	1	101	**101**	63	166	1	**166**	1	167	1	**167**	0	167	1	**167**
	Left-Through		0							0				0				0	
	Through	289	1	175	6	295	179	51	349	1	217	6	355	1	221	0	355	1	221
	Through-Right		1							1				1				1	
	Right	61	0	61	2	63	63	21	84	0	84	2	86	0	86	0	86	0	86
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	139	1	**139**	1	140	**140**	27	170	1	170	1	171	1	171	0	171	1	171
	Left-Through		0							0				0				0	
	Through	1264	3	421	0	1264	421	396	1698	3	**566**	0	1698	3	**566**	0	1698	3	**566**
	Through-Right		0							0				0				0	
	Right	35	1	0	0	35	0	31	67	1	0	0	67	1	0	0	67	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	42	1	42	0	42	42	2	45	1	**45**	0	45	1	**45**	0	45	1	**45**
	Left-Through		0							0				0				0	
	Through	988	3	**329**	0	988	**329**	93	1111	3	370	0	1111	3	370	0	1111	3	370
	Through-Right		0							0				0				0	
	Right	226	1	126	0	226	125	3	236	1	70	0	236	1	69	0	236	1	69
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		424	North-South:		426	North-South:			506	North-South:			508	North-South:			508
		East-West:		468	East-West:		469	East-West:			611	East-West:			611	East-West:			611
		SUM:		892	SUM:		895	SUM:			1117	SUM:			1119	SUM:			1119
VOLUME/CAPACITY (V/C) RATIO:				0.649			0.651				0.812				0.814				0.814
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.549			0.551				0.712				0.714				0.714
LEVEL OF SERVICE (LOS):				A			A				C				C				C

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.002 — Δ*v/c* after mitigation: 0.002

Significant impacted? NO — Fully mitigated? N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	WESTWOOD BOULEVARD	Year of Count:	2018	Ambient Growth: (%):	1	Conducted by:	jto	Date:	1/1/2019
6	East-West Street:	PICO BOULEVARD	Projection Year:	2021	Peak Hour:	PM	Reviewed by:		Project:	2138 WESTWOOD

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			4			4			4				4			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 3	SB--	0	NB-- 3	SB--	0		NB-- 3	SB--	0		NB-- 3	SB--	0	
	EB-- 3	WB--	3	EB-- 3	WB--	3	EB-- 3	WB--	3		EB-- 3	WB--	3		EB-- 3	WB--	3	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	95	1	**95**	0	95	**95**	14	112	1	**112**	0	112	1	**112**	0	112	1	**112**
	Left-Through		0							0				0				0	
	Through	670	2	335	6	676	338	13	703	2	352	6	709	2	355	0	709	2	355
	Through-Right		0							0				0				0	
	Right	73	1	0	0	73	0	0	75	1	0	0	75	1	0	0	75	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	154	1	154	1	155	155	0	159	1	159	1	160	1	160	0	160	1	160
	Left-Through		0							0				0				0	
	Through	728	1	**424**	4	732	**427**	0	750	1	**456**	4	754	1	**458**	0	754	1	**458**
	Through-Right		1							1				1				1	
	Right	120	0	120	1	121	121	37	161	0	161	1	162	0	162	0	162	0	162
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	103	1	103	2	105	105	32	138	1	138	2	140	1	140	0	140	1	140
	Left-Through		0							0				0				0	
	Through	1031	3	**344**	0	1031	**344**	69	1131	3	**377**	0	1131	3	**377**	0	1131	3	**377**
	Through-Right		0							0				0				0	
	Right	125	1	30	0	125	30	0	129	1	17	0	129	1	17	0	129	1	17
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	200	1	**200**	0	200	**200**	15	221	1	**221**	0	221	1	**221**	0	221	1	**221**
	Left-Through		0							0				0				0	
	Through	997	3	332	0	997	332	252	1279	3	426	0	1279	3	426	0	1279	3	426
	Through-Right		0							0				0				0	
	Right	244	1	90	1	245	90	15	266	1	107	1	267	1	107	0	267	1	107
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		519	North-South:		522	North-South:			568	North-South:			570	North-South:			570
		East-West:		544	East-West:		544	East-West:			598	East-West:			598	East-West:			598
		SUM:		1063	SUM:		1066	SUM:			1166	SUM:			1168	SUM:			1168
VOLUME/CAPACITY (V/C) RATIO:				0.773			0.775				0.848				0.849				0.849
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.673**			**0.675**				**0.748**				**0.749**				**0.749**
LEVEL OF SERVICE (LOS):				**B**			**B**				**C**				**C**				**C**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	Δ*v/c* after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

APPENDIX C

AIR QUALITY MODELING RESULTS

Air Quality Study

Prepared For:

2138-2150 Westwood Boulevard Project

Prepared by:

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December 2018

1.0 INTRODUCTION

1.1 PURPOSE

This report evaluates the potential for air quality impacts from the construction and operation phases of the Proposed Project.

1.2 PROJECT DESCRIPTION

The proposed project is a residential development in the West Los Angeles Community Plan Area of the City of Los Angeles. The 18,900 square foot site (0.43 acres) is bounded by Westwood Boulevard to the southwest, commercial development to the north and south, and single-family residences on Glendon Avenue to the northeast. Existing development includes 13,663 square feet of commercial development that are assumed to not be occupied. All existing development would be demolished.

The proposed project would include 77 multi-family residential units and 42 parking spaces in two parking levels. Construction would take approximately 20 months.

2.0 AIR QUALITY IMPACT ANALYSIS

III. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the Project:

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

Pollutants and Effects

Criteria air pollutants are defined as pollutants for which the federal and State governments have established ambient air quality standards for outdoor concentrations. The federal and State standards have been set at levels above which concentrations could be harmful to human health and welfare. These standards are designed to protect the most sensitive persons from illness or discomfort. Pollutants of concern include carbon monoxide (CO), ozone (O_3), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), particulate matter 2.5 microns or less in diameter ($PM_{2.5}$), particulate matter ten microns or less in diameter (PM_{10}), and lead (Pb). These pollutants are discussed below.

- Carbon Monoxide (CO) is a colorless and odorless gas formed by the incomplete combustion of fossil fuels. It is emitted almost exclusively from motor vehicles, power plants, refineries, industrial boilers, ships, aircraft, and trains. In urban areas, automobile exhaust accounts for the majority of emissions. CO is a non-reactive air pollutant that dissipates relatively quickly, so ambient concentrations generally follow the spatial and temporal distributions of vehicular traffic. Concentrations are influenced by local meteorological conditions, primarily wind speed, topography, and atmospheric stability. CO from motor vehicle exhaust can become locally concentrated when

surface-based temperature inversions are combined with calm atmospheric conditions, a typical situation at dusk in urban areas between November and February. Inversions are an atmospheric condition in which a layer of warm air traps cooler air near the surface of the earth, preventing the normal rising of surface air. The highest concentrations occur during the colder months of the year when inversion conditions are more frequent. CO is a health concern because it competes with oxygen, often replacing it in the blood and reducing the blood's ability to transport oxygen to vital organs. Excess CO exposure can lead to dizziness, fatigue, and impair central nervous system functions.

- Ozone (O_3) is a colorless gas that is formed in the atmosphere when volatile organic compounds (VOC) and nitrogen oxides (NO_X) react in the presence of ultraviolet sunlight. O_3 is not a primary pollutant; rather, it is a secondary pollutant formed by complex interactions of these two pollutants directly emitted into the atmosphere. The primary sources of VOC and NO_X, the components of O_3, are automobile exhaust and industrial sources. Meteorology and terrain play major roles in O_3 formation. Ideal conditions occur during summer and early autumn, on days with low wind speeds or stagnant air, warm temperatures, and cloudless skies. The greatest source of smog-producing gases is the automobile. Short-term exposure (lasting for a few hours) to O_3 at levels typically observed in Southern California can result in breathing pattern changes, reduction of breathing capacity, increased susceptibility to infections, inflammation of the lung tissue, and some immunological changes.

- Nitrogen Dioxide (NO_2) like O_3, is not directly emitted into the atmosphere but is formed by an atmospheric chemical reaction between nitric oxide (NO) and atmospheric oxygen. NO and NO_2 are collectively referred to as NO_X and are major contributors to O_3 formation. NO_2 also contributes to the formation of PM_{10}. High concentrations of NO_2 can cause breathing difficulties and result in a brownish-red cast to the atmosphere with reduced visibility. There is some indication of a relationship between NO_2 and chronic pulmonary fibrosis. Some increase of bronchitis in children (2-3 years old) has been observed at concentrations below 0.3 parts per million (ppm).

- Sulfur Dioxide (SO_2) is a colorless, pungent gas formed primarily by the combustion of sulfur-containing fossil fuels. Main sources of SO_2 are coal and oil used in power plants and industries. Generally, the highest levels of SO_2 are found near large industrial complexes. In recent years, SO_2 concentrations have been reduced by the increasingly stringent controls placed on stationary source emissions of SO_2 and limits on the sulfur content of fuels. SO_2 is an irritant gas that attacks the throat and lungs. It can cause acute respiratory symptoms and diminished ventilator function in children. SO_2 can also yellow plant leaves and erode iron and steel.

- Particulate Matter (PM) consists of small liquid and solid particles floating in the air, including smoke, soot, dust, salts, acids, and metals and can form when gases emitted from industries and motor vehicles undergo chemical reactions in the atmosphere. Fine particulate matter, or $PM_{2.5}$, is roughly 1/28 the diameter of a human hair and results from fuel combustion (e.g. motor vehicles, power generation, industrial facilities), residential fireplaces, and wood stoves. In addition, $PM_{2.5}$ can be formed in the atmosphere from gases such as SO_2, NO_X, and VOC. Inhalable particulate matter, or

PM_{10}, is about 1/7 the thickness of a human hair. Major sources of PM_{10} include crushing or grinding operations; dust stirred up by vehicles traveling on roads; wood burning stoves and fireplaces; dust from construction, landfills, and agriculture; wildfires and brush/waste burning; industrial sources; windblown dust from open lands; and atmospheric chemical and photochemical reactions.

$PM_{2.5}$ and PM_{10} pose a greater health risk than larger-size particles. When inhaled, they can penetrate the human respiratory system's natural defenses and damage the respiratory tract. $PM_{2.5}$ and PM_{10} can increase the number and severity of asthma attacks, cause or aggravate bronchitis and other lung diseases, and reduce the body's ability to fight infections. Very small particles of substances, such as lead, sulfates, and nitrates can cause lung damage directly. These substances can be absorbed into the blood stream and cause damage elsewhere in the body. These substances can transport absorbed gases, such as chlorides or ammonium, into the lungs and cause injury. Whereas inhalable PM_{10} tends to collect in the upper portion of the respiratory system, fine particulates, or $PM_{2.5}$, are so tiny that they can penetrate deeper into the lungs and damage lung tissues. Suspended particulates also damage and discolor surfaces on which they settle, as well as produce haze and reduce regional visibility.

- Lead (Pb) in the atmosphere occurs as particulate matter. Sources of lead include leaded gasoline; the manufacturers of batteries, paint, ink, ceramics, and ammunition; and secondary lead smelters. Prior to 1978, mobile emissions were the primary source of atmospheric lead. Between 1978 and 1987, the phase-out of leaded gasoline reduced the inventory of airborne lead by nearly 95 percent. With the phase-out of leaded gasoline, secondary lead smelters, battery recycling, and manufacturing facilities have become emission sources of greater concern.

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

In addition, there are other pollutants for which there are no health-based air quality standards. These include Toxic Air Contaminants (TAC), airborne pollutants that may increase a person's risk of developing cancer or other serious health effects. TACs include over 700 chemical compounds that are identified by State and federal agencies based on a review of available scientific evidence. In California, TACs are identified through a two-step process established in 1983 that includes risk identification and risk management. In 1998, CARB identified diesel particulate matter (diesel PM) as a toxic air contaminant. Diesel PM refers to a complex mixture of particles and gases produced when an engine burns diesel fuel. This is a concern because it increases risk of lung cancer, as many compounds found in diesel exhaust are carcinogenic. Some short-term (acute) effects of diesel exhaust include eye, nose, throat, and lung irritation, and diesel exhaust can cause coughs, headaches, light-headedness, and nausea. Diesel PM poses the greatest health risk among the TACs to sensitive receptors near freeways or other locations where diesel-fueled equipment or vehicles operate.

Regulatory Setting

Federal

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

As required by the CAA, NAAQS have been established for seven major air pollutants: CO, NO_2, O_3, $PM_{2.5}$, PM_{10}, SO_2, and Pb. The CAA requires USEPA to designate areas as attainment, nonattainment, or maintenance for each criteria pollutant based on whether the NAAQS have been achieved. The federal standards are summarized in Table AQ-1. The USEPA has classified the Los Angeles County portion of the South Coast Air Basin as nonattainment for O_3, lead, and $PM_{2.5}$ and maintenance for CO. PM_{10}, and NO_2.

State

California Air Resources Board (CARB). In addition to being subject to the requirements of the CAA, air quality in California is also governed by more stringent regulations under the California Clean Air Act (CCAA). CARB, which became part of the California Environmental Protection Agency in 1991, is responsible for administering the CCAA and establishing the California Ambient Air Quality Standards (CAAQS). The CCAA, as amended in 1992, requires all air districts in the State to achieve and maintain the CAAQS, which are generally more stringent than the federal standards and incorporate additional standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles.

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

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

TABLE AQ-1: STATE AND NATIONAL AMBIENT AIR QUALITY STANDARDS AND ATTAINMENT STATUS FOR THE SOUTH COAST AIR BASIN

Pollutant	Averaging Period	California		Federal	
		Standards	Attainment Status	Standards	Attainment Status
Ozone (O_3)	1-hour	0.09 ppm (180 µg/m^3)	Nonattainment	--	--
	8-hour	0.070 ppm (137 µg/m^3)	/a/	0.070 ppm (137 µg/m^3)	Nonattainment (Extreme)
Respirable Particulate Matter (PM_{10})	24-hour	50 µg/m^3	Nonattainment	150 µg/m^3	Maintenance (Serious)
	Annual Arithmetic Mean	20 µg/m^3	Nonattainment	--	--
Fine Particulate Matter ($PM_{2.5}$)	24-hour	--	--	35 µg/m^3	Nonattainment (Moderate)
	Annual Arithmetic Mean	12 µg/m^3	Nonattainment	12 µg/m^3	Nonattainment (Moderate)
Carbon Monoxide (CO)	8-hour	9.0 ppm (10 mg/m^3)	Attainment	9 ppm (10 mg/m^3)	Maintenance (Serious)
	1-hour	20 ppm (23 mg/m^3)	Attainment	35 ppm (40 mg/m^3)	Maintenance (Serious)
Nitrogen Dioxide (NO_2)	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)	Attainment	53 ppb (100 µg/m^3)	Maintenance
	1-hour	0.18 ppm (338 µg/m^3)	Attainment	100 ppb (188 µg/m^3)	Maintenance
Sulfur Dioxide (SO_2)	24-hour	0.04 ppm (105 µg/m^3)	Attainment	--	Attainment
	1-hour	0.25 ppm (655 µg/m^3)	Attainment	75 ppb (196 µg/m^3)	Attainment
Lead (Pb)	30-day average	1.5 µg/m^3	Attainment	--	--
	Calendar Quarter	--	--	0.15 µg/m^3	Nonattainment

/a/ CARB has not determined 8-hour O_3 attainment status.
Maintenance areas are geographic areas with a history of non-attainment that have been redesignated by USEPA to "attainment with a maintenance plan" that will protect the area from slipping back into nonattainment
Source: California Air Resources Board, Ambient Air Quality Standards, and attainment status, accessed October 25, 2018 (www.arb.ca.gov/desig/adm/adm.htm)

Regional and Local

South Coast Air Quality Management District (SCAQMD). The 1977 Lewis Air Quality Management Act merged four air pollution control districts to create the SCAQMD to coordinate air quality planning efforts throughout Southern California. It is responsible for monitoring air quality, as well as planning, implementing, and enforcing programs designed to attain and maintain State and federal ambient air quality standards. Programs include air quality rules and

regulations that regulate stationary sources, area sources, point sources, and certain mobile source emissions. The SCAQMD is also responsible for establishing stationary source permitting requirements and for ensuring that new, modified, or relocated stationary sources do not create net emission increases.

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

All areas designated as nonattainment under the CCAA are required to prepare plans showing how they will meet the air quality standards. The SCAQMD regularly prepares an AQMP to address CAA and CCAA requirements by identifying policies and control measures. On March 3, 2017, the SCAQMD adopted the 2016 AQMP, which includes strategies to meet the NAAQS for the 8-hour ozone standard by 2032, the annual $PM_{2.5}$ standard by 2021-2025, the 1-hour ozone standard by 2023, and the 24-hour $PM_{2.5}$ standard by 2019. In its role as the local air quality regulatory agency, the SCAQMD also provides guidance on how environmental analyses should be prepared. This includes recommended thresholds of significance for evaluating air quality impacts.

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

City of Los Angeles. The City's General Plan includes an Air Quality Element that provides a policy framework governing air quality planning within the City of Los Angeles. Adopted on November 24, 1992, the Plan includes six goals:

- Good air quality in an environment of continued population growth and healthy economic structure;
- Less reliance on single-occupant vehicles with fewer commute and non-work trips.
- Efficient management of transportation facilities and system infrastructure using cost-effective system management and innovative demand-management techniques;
- Minimal impacts of existing land use patterns and future land use development on air quality by addressing the relationship between land use, transportation and air quality;
- Energy efficiency through land use and transportation planning, the use of renewable resources and less-polluting fuels and the implementation of conservation measures including passive measures such as site orientation and tree planting; and

- Citizen awareness of the linkages between personal behavior and air pollution and participation in efforts to reduce air pollution.

The Element also includes 15 objectives and 30 policies that help define how the City will achieve its clean air vision.

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

Because of concerns about the compatibility of land uses near freeway, the City issued advisory guidance under Los Angeles Zoning Information File No. 2427 on November 8, 2012. This calls for discretionary projects within 1,000 feet of a freeway to consider installing air filters meeting or exceeding a Minimum Efficiency Reporting Value (MERV) of 11 or higher and possibly consider other design features that reduce exposure to freeway-related air pollution. It also recommends consideration of site-specific Health Risk Assessments (HRAs).

On April 12, 2018, the City updated its guidance on siting land uses near freeways, resulting in an updated Advisory Notice effective September 17, 2018 requiring all proposed projects within 1,000 feet of a freeway adhere to the Citywide Design Guidelines, including those that address freeway proximity. It also recommended that projects consider avoiding location of sensitive uses like schools, day care facilities, and senior care centers in such projects, locate open space areas as far from the freeway, locate non-habitable uses (e.g., parking structures) nearest the freeway, and screen project sites with substantial vegetation and/or a wall barrier. Requirements for preparing HRAs were removed.

Air Pollution Climatology

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

The Basin experiences frequent temperature inversions that help to form smog. While temperature typically decreases with height, it actually increases under inversion conditions as altitude increases, thereby preventing air close to the ground from mixing with the air above. As a result, air pollutants are trapped near the ground. During the summer, air quality problems are created due to the interaction between the ocean surface and the lower layer of the atmosphere. This interaction creates a moist marine layer. An upper layer of warm air mass forms over the cool marine layer, preventing air pollutants from dispersing upward.

Additionally, hydrocarbons and NO_2 react under strong sunlight, creating smog. Light daytime winds, predominantly from the west, further aggravate the condition by driving air pollutants inland toward the mountains.

Air quality problems also occur during the fall and winter, when CO and NO_2 emissions tend to be higher. CO concentrations are generally worse in the morning and late evening (around 10:00 p.m.) when temperatures are cooler. High CO levels during the late evenings result from stagnant atmospheric conditions trapping CO. Since CO emissions are produced almost entirely from automobiles; the highest CO concentrations in the Basin are associated with heavy traffic. NO_2 concentrations are also generally higher during fall and winter days.

Air Monitoring Data

The SCAQMD monitors air quality conditions at 38 locations throughout the Basin. The Project Site is located in SCAQMD's Northwest Coastal LA County receptor area. Historical data from the area was used to characterize existing conditions in the vicinity of the Project area. Table AQ-2 shows pollutant levels, State and federal standards, and the number of exceedances recorded in the area from 2014 through 2016. The one-hour State standard for O_3 was exceeded three times during this three-year period while the daily federal standard was exceeded four. CO and NO_2 levels did not exceed the CAAQS from 2014 to 2016.

TABLE AQ-2: 2014-2016 AMBIENT AIR QUALITY DATA IN PROJECT VICINITY

Pollutant	Pollutant Concentration & Standards	Northwest Coastal LA County		
		2014	2015	2016
Ozone	Maximum 1-hour Concentration (ppm)	0.116	0.102	0.085
	Days > 0.09 ppm (State 1-hour standard)	1	2	0
	Days > 0.075 ppm (Federal 8-hour standard)	4	0	0
Carbon Monoxide	Maximum 1-hour Concentration (ppm)	2.0	1.6	2.2
	Days > 20 ppm (State 1-hour standard)	0	0	0
	Maximum 8-hour Concentration (ppm)	1.3	1.4	1.1
	Days > 9.0 ppm (State 8-hour standard)	0	0	0
Nitrogen Dioxide	Maximum 1-hour Concentration (ppm)	0.0639	0.0676	0.0545
	Days > 0.18 ppm (State 1-hour standard)	0	0	0
PM_{10}	Maximum 24-hour Concentration (µg/m^3)	N/A	N/A	N/A
	Days > 50 µg/m^3 (State 24-hour standard)	N/A	N/A	N/A
$PM_{2.5}$	Maximum 24-hour Concentration (µg/m^3)	N/A	N/A	N/A
	Days > 35 µg/m^3 (Federal 24-hour standard)	N/A	N/A	N/A
Sulfur Dioxide	Maximum 24-hour Concentration (ppm)	N/A	N/A	N/A
	Days > 0.04 ppm (State 24-hour standard)	N/A	N/A	N/A

Source: SCAQMD annual monitoring data (www.aqmd.gov/home/library/air-quality-data-studies/historical-data-by-year) accessed November 19, 2018.
N/A: Not available at this monitoring station.

Toxic Air Pollution

According to the SCAQMD's Multiple Air Toxics Exposure Study IV (MATES IV), the incidence of cancer over a lifetime in the US population is about 1 in 3, which translates into a risk of about 300,000 in 1 million. One study, the *Harvard Report on Cancer Prevention*, estimated that, of

cancers associated with known risk factors, about 30 percent were related to tobacco, 30 percent were related to diet and obesity, and about two percent were associated with environmental pollution related exposures. The potential cancer risk for a given substance is expressed as the incremental number of potential excess cancer cases per million people over a 30-year lifetime exposure at a constant annual average pollutant concentration. The risks are usually presented in chances per million. For example, if the cancer risks were estimated to be 100 per million, this would predict an additional 100 excess cases of cancer in a population of 1 million people over a 30-year lifetime.

As part of the SCAQMD's environmental justice initiatives adopted in late 1997, the SCAQMD adopted the MATES IV study in May 2015, which was a follow-up to the previous MATES I, II, and III air toxics studies conducted in the Basin. The MATES IV study was based on monitored data throughout the Basin and included a monitoring program, an updated emissions inventory of TACs, and a modeling effort to characterize carcinogenic risk across the Basin from exposure to TACs. The study concluded that the average of the modeled air toxics concentrations measured at monitoring stations in the Basin equates to a background cancer risk of approximately 897 in one million primarily due to diesel exhaust particulate matter (DPM). The Project Site itself has an estimated ambient background risk of 977 in one million.[1]

Using the MATES IV methodology, about 94 percent of cancer risk is attributed to emissions associated with mobile sources, about six percent of risk is attributed to toxics emitted from stationary sources, (e.g., industries, dry cleaners and chrome plating operations). The MATES IV study found lower ambient concentrations of most of the measured air toxics, as compared to the levels measured in the previous MATES III study finalized in September 2008.

Thresholds of Significance

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

- Conflict with or obstruct implementation of the applicable air quality plan.
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors);
- Violate any air quality standard or contribute substantially to an existing or projected air quality violation;
- Expose sensitive receptors to substantial pollution concentrations; or
- Create objectionable odors affecting a substantial number of people

The *State CEQA Guidelines* Section 15064.7 provides the significance criteria established by the applicable air quality management district or air pollution control district, when available, may

[1] South Coast Air Quality Management District, MATES IV Carcinogenic Risk Interactive Map, http://www3.aqmd.gov/webappl/OI.Web/OI.aspx?jurisdictionID=AQMD.gov&shareID=73f55d6b-82cc-4c41-b779-4c48c9a8b15b accessed November 18, 2018.

be relied upon to make determinations of significance. The potential air quality impacts of the Proposed Project are, therefore, evaluated according to thresholds developed by the SCAQMD in their *CEQA Air Quality Handbook, Air Quality Analysis Guidance Handbook*, and subsequent guidance.

Pursuant to this guidance, the SCAQMD recommends that a Project may have a significant impact on air quality if:

- Daily regional construction emissions exceed SCAQMD construction emissions thresholds for VOC, NO_x, CO, SO_x, $PM_{2.5}$, or PM_{10};
- Daily localized construction emissions exceed SCAQMD construction Localized Significance Thresholds (LSTs) for NO_2, CO, PM_{10} or $PM_{2.5}$ and result in an exceedance of ambient air quality standards for those polluants;
- Daily regional operations emissions exceed SCAQMD operations emissions thresholds for VOC, NO_x, CO, SO_x, $PM_{2.5}$, or PM_{10};
- Daily localized operations emissions exceed SCAQMD operations LSTs for NO_2, CO, PM_{10} or $PM_{2.5}$;
- The Project is projected to create an odor nuisance pursuant to SCAQMD Rule 402 (Nuisance);
- Project emissions of Toxic Air Contaminants increases maximum incremental cancer risk by 10 or more in a million, results in an 0.5 excess cancer cases in areas with background risk of 1 or more in a million, or increases the chronic and acute hazard index by 1.0 or more.

Existing Emissions

The Project site includes 13,663 square feet of commercial office and retail uses with surface parking. As noted in the project traffic study, the development is unoccupied and as such, does not generate any anthropogenic emissions of criteria pollutants.

Sensitive Receptors

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

There are several existing or reasonably foreseeable sensitive receptors near the Project Site, the closest of which include but are not limited to:

- Single-family residences, 2100 block of Glendon Avenue; directly northeast of the Project site, with the rear of residences as close as 50 feet from the Project site's northerly property lines.

Project Consistency with Air Quality Plans

SCAQMD Air Quality Management Plan. The proposed residential land uses will neither conflict with the SCAQMD's 2016 Air Quality Management Plan (AQMP) nor jeopardize the region's attainment of air quality standards. The AQMP focuses on achieving clean air standards while accommodating population growth forecasts by the Southern California Association of Governments (SCAG). Specifically, SCAG's growth forecasts from the 2016 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) are largely built off local growth forecasts from local governments like the City of Los Angeles. The 2016 RTP/SCS accommodates 4,609,400 persons; 1,690,300 households; and 2,169,100 jobs in the City of Los Angeles by 2040.

The Project site is located in the City's West Los Angeles Community Plan area. The Community Plan implements land use standards of the General Plan Framework at the local level. The Project is consistent with the City's projected growth capacity for the Community Plan area, which accommodated a projected population of 83,331 persons and housing base of 42,877 units and 110,479 jobs by 2010.[2] The City has not updated projections beyond 2010 for the Community Plan area.

The Project would develop 77 residential units in the City of Los Angeles. The Proposed Project could add 187 residents to the Plan area, based on the City's projected household density in the City. This would marginally increase population in the South Coast Air Basin. The Project site is classified as "Neighborhood Commercial" in the Community Plan, a classification that conditionally allows residential uses. As such, the RTP/SCS' assumptions about growth in the City likely accommodate housing and population growth on this site (refer to Table AQ-3. As such, the Project does not conflict with the growth assumptions in the regional air plan and this impact is considered **less than significant**.

TABLE AQ-3: PROJECT CONSISTENCY WITH AIR QUALITY MANAGEMENT PLAN'S GROWTH FORECAST

Forecast Year	Population in City of Los Angeles	Proposed Project	Households in City of Los Angeles	Proposed Project	Employment in City of Los Angeles	Proposed Project
2012	3,845,500		1,325,500		1,696,400	
2020	4,017,000	187	1,441,400	77	1,899,500	0
2040	4,609,400		1,690,300		2,169,100	

Source: DKA Planning 2018 based on SCAG 2016 Regional Transportation Plan Growth Forecast. Assumes 2.44 persons per household average Citywide.

City of Los Angeles General Plan Air Quality Element. The City's General Plan Air Quality Element identifies 30 policies with specific strategies for advancing the City's clean air goals. As illustrated in Table AQ-4, the Proposed Project is consistent with the applicable policies in the General Plan. As such, the proposed Project's impact on the City's General Plan would be considered **less than significant**.

[2] City of Los Angeles, *West Los Angeles Community Plan*, http://cityplanning.lacity.org/complan/pdf/wlacptxt.pdf, 1999.

TABLE AQ-4: PROJECT CONSISTENCY WITH CITY OF LOS ANGELES GENERAL PLAN AIR QUALITY ELEMENT	
Strategy	**Project Consistency**
Policy 1.3.1. Minimize particulate emissions from construction sites.	**Consistent.** The Proposed Project would minimize particulate emissions during construction through best practices required by SCAQMD Rule 403 (Fugitive Dust) and/or mitigation measures.
Policy 1.3.2. Minimize particulate emissions from unpaved roads and parking lots associated with vehicular traffic.	**Consistent.** The Proposed Project would minimize particulate emissions from unpaved facilities through best practices required by SCAQMD Rule 403 (Fugitive Dust) and/or mitigation measures.
Policy 2.1.1. Utilize compressed work weeks and flextime, telecommuting, carpooling, vanpooling, public transit, and improve walking/bicycling related facilities in order to reduce vehicle trips and/or VMT as an employer and encourage the private sector to do the same to reduce work trips and traffic congestion.	**Consistent.** The Proposed Project would be located in an urban area with significant infrastructure to facilities alternative transportation modes, including proximity to bus routes operating by the Santa Monica Big Blue Bus (Lines 8, 12, and Rapid 12) that serve Westwood Boulevard and other adjacent streets.
Policy 2.1.2. Facilitate and encourage the use of telecommunications (i.e., telecommuting) in both the public and private sectors, in order to reduce work trips.	**Not Applicable.** The Proposed Project is a residential project and would not implement employer-based transportation telecommunications programs. Nonetheless, the Project would not interfere with the implementation of such strategies.
Policy 2.2.1. Discourage single-occupant vehicle use through a variety of measures such as market incentive strategies, mode-shift incentives, trip reduction plans and ridesharing subsidies.	**Not Applicable.** The Proposed Project is a residential project and would not implement employer-based transportation trip reduction programs. Nonetheless, the Project would not interfere with the implementation of such strategies.
Policy 2.2.2. Encourage multi-occupant vehicle travel and discourage single-occupant vehicle travel by instituting parking management practices.	**Not Applicable.** The Proposed Project is a residential project and would not implement parking management programs. Nonetheless, the Project would not interfere with the implementation of such strategies.
Policy 2.2.3. Minimize the use of single-occupant vehicles associated with special events or in areas and times of high levels of pedestrian activities.	**Not Applicable.** The Proposed Project does not include special events that would require traffic management.
Policy 3.2.1. Manage traffic congestion during peak hours.	**Consistent.** The Proposed Project would minimize traffic impacts below significance thresholds.
Policy 4.1.1. Coordinate with all appropriate regional agencies on the implementation of strategies for the integration of land use, transportation, and air quality policies.	**Consistent.** The Proposed Project is being entitled through the City of Los Angeles, which coordinates with SCAG, Los Angeles County Metropolitan Transportation Authority, and other regional agencies on the coordination of land use, air quality, and transportation policies.
Policy 4.1.2. Ensure that project level review and approval of land use development remains at the local level.	**Consistent.** The Proposed Project would be entitled and environmentally cleared at the local level.
Policy 4.2.1. Revise the City's General Plan/Community Plans to achieve a more compact, efficient urban form and to promote more transit-oriented development and mixed-use development.	**Not Applicable.** This policy calls for City updates to its General Plan.
Policy 4.2.2. Improve accessibility for the City's residents to places of employment, shopping centers and other establishments.	**Consistent.** The Proposed Project would be infill development that would provide residents with proximate access to jobs, shopping, and other uses.
Policy 4.2.3. Ensure that new development is compatible with pedestrians, bicycles, transit, and alternative fuel vehicles.	**Consistent.** The Proposed Project would be located in an urban area with significant infrastructure to facilities alternative transportation modes, including proximity to bus routes operating by the Santa

TABLE AQ-4: PROJECT CONSISTENCY WITH CITY OF LOS ANGELES GENERAL PLAN AIR QUALITY ELEMENT	
Strategy	**Project Consistency**
	Monica Big Blue Bus (Lines 8, 12, and Rapid 12) that serve Westwood Boulevard and other adjacent streets.
Policy 4.2.4. Require that air quality impacts be a consideration in the review and approval of all discretionary projects.	**Consistent.** The proposed Project's air quality impacts will be analyzed and minimized through the environmental review process.
Policy 4.2.5. Emphasize trip reduction, alternative transit and congestion management measures for discretionary projects.	**Consistent.** The Proposed Project would be located in an urban area with significant infrastructure to facilities alternative transportation modes, including proximity to bus routes operating by the Santa Monica Big Blue Bus (Lines 8, 12, and Rapid 12) that serve Westwood Boulevard and other adjacent streets.
Policy 4.3.1. Revise the City's General Plan/Community Plans to ensure that new or relocated sensitive receptors are located to minimize significant health risks posed by air pollution sources.	**Not Applicable.** This policy calls for City updates to its General Plan.
Policy 4.3.2. Revise the City's General Plan/Community Plans to ensure that new or relocated major air pollution sources are located to minimize significant health risks to sensitive receptors.	**Not Applicable.** This policy calls for City updates to its General Plan.
Policy 5.1.1. Make improvements in Harbor and airport operations and facilities in order to reduce air emissions.	**Not Applicable.** This policy calls for cleaner operations of the City's water port and airport facilities.
Policy 5.1.2. Effect a reduction in energy consumption and shift to non-polluting sources of energy in its buildings and operations.	**Not Applicable.** This policy calls for cleaner operations of the City's buildings and operations.
Policy 5.1.3. Have the Department of Water and Power make improvements at its in-basin power plants in order to reduce air emissions.	**Not Applicable.** This policy calls for cleaner operations of the City's Water and Power energy plants.
Policy 5.1.4. Reduce energy consumption and associated air emissions by encouraging waste reduction and recycling.	**Not Applicable.** This policy calls for City facilities to reduce solid waste production and energy consumption.
Policy 5.2.1. Reduce emissions from its own vehicles by continuing scheduled maintenance, inspection and vehicle replacement programs; by adhering to the State of California's emissions testing and monitoring programs; by using alternative fuel vehicles wherever feasible, in accordance with regulatory agencies and City Council policies.	**Not Applicable.** This policy calls for the City to gradually reduce the fleet emissions inventory from its vehicles through use of alternative fuels, improved maintenance practices, and related operational improvements.
Policy 5.3.1. Support the development and use of equipment powered by electricity or low-emitting fuels.	**Consistent.** The Project would be designed to meet the applicable requirements of the State's Green Building Standards Code and the City of Los Angeles' Green Building Code.
Policy 6.1.1. Raise awareness through public-information and education programs of the actions that individuals can take to reduce air emissions.	**Not Applicable.** This policy calls for the City to promote clean air awareness through its public awareness programs.
Source: DKA Planning, 2018.	

Air Quality Plan Mitigation Measure

None required

Air Quality Plan Impacts After Mitigation

The air quality impacts of residential development on the Project Site are accommodated in the region's emissions inventory for the 2016 RTP/SCS and 2016 AQMP. The project is therefore not expected to conflict with or obstruct implementation of the AQMP, and any impact on the Plan would be considered less than significant. Similarly, the Proposed Project is consistent with the City's General Plan Air Quality Element's policies and would not conflict with its six goals and 15 objectives.

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

Construction Phase Air Quality Impacts on Regional Air Quality

Construction-related emissions were estimated using the South Coast Air Quality Management District's (SCAQMD's) CalEEMod 2016.3.2 model using assumptions from the Project's developer, including the Project's construction schedule of 20 months. Table AQ-5 summarizes the proposed construction schedule that was modeled for air quality impacts.

TABLE AQ-5: PROPOSED CONSTRUCTION SCHEDULE

Phase	Duration	Notes
Demolition	Month 1	Debris from 13,600 square feet of development hauled off-site
Site Preparation	Months 2-3	
Grading	Months 3-5	16,000 cubic yards of soil export
Building Construction	Months 6-20	
Architectural Coatings	Month 17	

Source: DKA Planning, 2018

As shown in Table AQ-6 the construction of the Proposed Project will produce VOC, NO_X, CO, SO_X, PM_{10} and $PM_{2.5}$ emissions that do not exceed the SCAQMD's regional thresholds. As a result, construction of the Proposed Project would not contribute substantially to an existing violation of air quality standards for regional pollutants (e.g., ozone). This impact is considered **less than significant**.

TABLE AQ-6: ESTIMATED DAILY CONSTRUCTION EMISSIONS - UNMITIGATED						
Construction Phase Year	**Pounds Per Day**					
	VOC	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
2019	2	27	12	<1	2	1
2020	25	12	13	<1	2	1
2021	1	9	10	<1	1	1
Maximum Regional Total	**25**	**27**	**13**	**<1**	**2**	**1**
Regional Significance Threshold	**75**	**100**	**550**	**150**	**150**	**55**
Exceed Threshold?	No	No	No	No	No	No
Maximum Localized Total	**23**	**9**	**8**	**<1**	**1**	**1**
Localized Significance Threshold	--	103	562	--	4	3
Exceed Threshold?	N/A	No	No	N/A	No	No

Source: DKA Planning, 2018 based on CalEEMod 2013.2.2 model runs. LST analyses based on 1-acre site with 25 meter distances to receptors in Northwest Coastal LA County source receptor area. Totals may not add up due to rounding.

Construction Phase Air Quality Impacts on Local Air Quality

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

Regulatory Compliance Measure RCM1 addresses fugitive dust emissions of PM_{10} and $PM_{2.5}$ that would be regulated by SCAQMD Rule 403, which calls for Best Available Control Measures (BACM) that include watering portions of the site that are disturbed during grading activities and minimizing tracking of dirt onto local streets. It should be noted that Table AQ-6 does assume the application of BACMs to control fugitive dust.

Construction Phase Air Quality Mitigation Measures

None required.

Construction Phase Air Quality Regulatory Compliance Measures

RCM1 Construction activities shall comply with SCAQMD Rule 403, including the following measures:

- Apply water to disturbed areas of the site three times a day
- Require the use of a gravel apron or other equivalent methods to reduce mud and dirt trackout onto truck exit routes

- Appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM generation.
- Limit soil disturbance to the amounts analyzed in this air quality analysis.
- All materials transported off-site shall be securely covered.
- Apply non-toxic soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for ten days or more).
- Traffic speeds on all unpaved roads to be reduced to 15 mph or less.

RCM2 Architectural coatings and solvents applied during construction activities shall comply with SCAQMD Rule 1113, which governs the VOC content of architectural coatings.

Construction Phase Air Quality Impacts After Mitigation

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

Operation Phase Air Quality Impacts

The Project will also produce long-term air quality impacts to the region primarily from motor vehicles that access the Project site. The Project could add up to 353 net vehicle trips to and from the Project Site on a peak weekday at the start of operations in 2021.[3] Operational emissions would not exceed SCAQMD's regional significance thresholds for VOC, NO_X, CO, PM_{10} and $PM_{2.5}$ emissions (Table AQ-7). As a result, the Project's operational impacts on regional air quality are considered **less than significant**.

TABLE AQ-7: ESTIMATED DAILY OPERATIONS EMISSIONS - UNMITIGATED

Emission Source	Pounds per Day					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Area Sources	4	<1	8	<1	<1	<1
Energy Sources	<1	<1	<1	<1	<1	<1
Mobile Sources	2	7	27	<1	5	1
Total Operations	6	7	35	<1	4	1
Existing Operations	-<1	-1	-4	-<1	-1	-<1
Net Regional Total	**5**	**6**	**31**	**<1**	**3**	**1**
Regional Significance Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Exceed Threshold?	No	No	No	No	No	No
Net Localized Total	**4**	**<1**	**8**	**<1**	**<1**	**<1**
Localized Significance Threshold	**-**	**103**	**562**	**-**	**1**	**1**
Exceed Threshold?	N/A	No	No	N/A	No	No

Source: DKA Planning, 2018 based on CalEEMod 2013.2.2 model runs. LST analysis based on 1 acre site with 25 meter distances to receptors in Northwest Coastal LA County source receptor area. Totals may not add up due to rounding.

[3] Overland Traffic Consultants, Inc. "Traffic Impact Study", September 2018.

With regard to localized air quality impacts, the Proposed Project would emit minimal emissions of NO_2, CO, PM_{10}, and $PM_{2.5}$ from area and energy sources on-site. As shown in Table AQ-7, these localized emissions would not approach the SCAQMD's localized significance thresholds that signal when there could be human health impacts at nearby sensitive receptors during long-term operations. The Project's operational impacts on localized air quality are considered **less than significant**.

Operations Phase Air Quality Mitigation Measures

None required.

Operations Phase Air Quality Regulatory Compliance Measures

None required.

Operations Phase Air Quality Impacts After Mitigation

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

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? *Less Than Significant Impact.*

Construction Phase Air Quality Impacts

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

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

When considering local impacts, cumulative construction emissions are considered when projects are within close proximity of each other that could result in larger impacts on local sensitive receptors. Construction of the Project itself would not produce cumulative considerable emissions of localized nonattainment pollutants PM_{10} and $PM_{2.5}$, as the anticipated emissions would not exceed LST thresholds set by the SCAQMD. This is considered a **less than significant** impact.

There are 49 proposed developments in the vicinity of the Project Site that were identified by the project's traffic study.[4] However, none are located within 500 feet of the Project Site and are unlikely to contribute to cumulative concentrations of localized pollutants during any concurrent construction. If any other of these proposed projects were to undertake construction concurrently with the proposed Project, localized CO, $PM_{2.5}$, PM_{10}, and NO_2 concentrations could be further increased in the vicinity of the Proposed Project. However, the application of LST thresholds to each cumulative project in the local area would help ensure that each project does not produce localized hotspots of CO, $PM_{2.5}$, PM_{10}, and NO_2. Any projects that would exceed LST thresholds (after mitigation) would perform dispersion modeling to confirm whether health-based air quality standards would be violated. The SCAQMD's LST thresholds recognize the influence of a receptor's proximity, setting mass emissions thresholds for PM_{10} and $PM_{2.5}$ that generally double with every doubling of distance.

Construction Phase Air Quality Mitigation Measures

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

Construction Phase Air Quality Impacts After Mitigation

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

Operation Phase Air Quality Impacts

As for cumulative operational impacts, the proposed land use will not produce cumulatively considerable emissions of nonattainment pollutants at the regional or local level. Because the Project's air quality impacts would not exceed the SCAQMD's operational thresholds of significance as noted in Table 3-7, the Project's impacts on cumulative emissions of non-attainment pollutants is considered **less than significant**. The Project is a residential development that would not include major sources of combustion or fugitive dust. As a result, its localized emissions of PM_{10} and $PM_{2.5}$ would be minimal. Likewise, existing land uses in the area include land uses that do not produce substantial emissions of localized nonattainment pollutants.

Operation Phase Air Quality Mitigation Measures

None required.

Operation Phase Air Quality Impacts After Mitigation

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

[4] Overland Traffic Consultants, Inc. "Traffic Impact Study", September 2018.

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

Construction Phase Air Quality Impacts on Sensitive Receptors

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

- Single-family residences, 2100 block of Glendon Avenue; directly northeast of the Project site, with the rear of residences as close as 50 feet from the Project site's northerly property lines.

As illustrated in Table 3-6, these nearby receptors would not be exposed to substantial concentrations of localized pollutants PM_{10} and $PM_{2.5}$ from construction of the proposed Project. Specifically, construction activities would not exceed SCAQMD LST thresholds for PM_{10} and $PM_{2.5}$ and represent a **less than significant** impact. LST thresholds represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable ambient air quality standard.

Construction Phase Air Quality Mitigation Measures for Sensitive Receptors

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

Construction Phase Air Quality Impacts on Sensitive Receptors After Mitigation

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

Operation Phase Air Quality Impacts on Sensitive Receptors

The Proposed Project would generate long-term emissions on-site from area and energy sources that would generate negligible pollutant concentrations of CO, NO_2, $PM_{2.5}$, or PM_{10} at nearby sensitive receptors. While long-term operations of the Project would generate traffic that produces off-site emissions, these would not result in exceedances of CO air quality standards at roadways in the area due to three key factors. First, CO hotspots are extremely rare and only occur in the presence of unusual atmospheric conditions and extremely cold conditions, neither of which applies to this Project area. Second, auto-related emissions of CO continue to decline because of advances in fuel combustion technology in the vehicle fleet. Finally, the Project would not contribute to the levels of congestion that would be needed to produce the amount of emissions needed to trigger a potential CO hotspot.[5] Specifically, traffic levels of service at six intersections studied in the vicinity of the Project would not be significantly impacted by traffic volumes from the development under existing or 2021 horizon scenarios.[6]

[5] Caltrans, Transportation Project-Level Carbon Monoxide Protocol, updated October 13, 2010.
[6] Overland Traffic Consultants, Inc. "Traffic Impact Study", September 2018.

Finally, the Project would not result in any substantial emissions of TACs during the construction or operations phase. During the construction phase, the primary air quality impacts would be associated with the combustion of diesel fuels, which produce exhaust-related particulate matter that is considered a toxic air contaminant by CARB based on chronic exposure to these emissions.[7] However, construction activities would not produce chronic, long-term exposure to diesel particulate matter. During long-term project operations, the Project does not include typical sources of acutely and chronically hazardous TACs such as industrial manufacturing processes and automotive repair facilities. As a result, the Project would not create substantial concentrations of TACs. In addition, the SCAQMD recommends that health risk assessments be conducted for substantial sources of diesel particulate emissions (e.g., truck stops and warehouse distribution facilities) and has provided guidance for analyzing mobile source diesel emissions.[8] The Project would not generate a substantial number of truck trips. Based on the limited activity of TAC sources, the Project would not warrant the need for a health risk assessment associated with on-site activities. Therefore, Project impacts related to TACs would be less than significant.

Operation Phase Air Quality Mitigation Measures for Sensitive Receptors

None required.

Operation Phase Air Quality Impacts on Sensitive Receptors After Mitigation

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

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

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

[7] California Office of Environmental Health Hazard Assessment. *Health Effects of Diesel Exhaust*. www. http://oehha.ca.gov/public_info/facts/dieselfacts.html

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

AIR QUALITY STUDY APPENDIX

2136-2150 Westwood Boulevard Future - Los Angeles-South Coast County, Summer

2136-2150 Westwood Boulevard Future

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	70.00	Dwelling Unit	0.40	70,000.00	200
Apartments Low Rise	7.00	Dwelling Unit	0.03	7,000.00	20
Enclosed Parking with Elevator	42.00	Space	0.00	16,800.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2021
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 - Developer information

Land Use - Developer information

Construction Phase - Developer information

Off-road Equipment -

Grading - Developer information

Demolition - LA ZIMAS database

Trips and VMT - Assumes 10 CY capacity per haul truck trip

Vehicle Trips - Overland Traffic Consultants, "Traffic Impact Study REsidential Development Located at 2138-2150 Westwood Bouelvard", November 2018

Woodstoves - Conservative consultant assumption

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

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	46
tblConstructionPhase	NumDays	10.00	23.00
tblConstructionPhase	NumDays	1.00	43.00
tblConstructionPhase	NumDays	2.00	66.00
tblConstructionPhase	NumDays	100.00	302.00
tblConstructionPhase	NumDays	5.00	21.00
tblFireplaces	NumberGas	5.95	0.00
tblFireplaces	NumberGas	59.50	0.00
tblFireplaces	NumberNoFireplace	0.70	7.00
tblFireplaces	NumberNoFireplace	7.00	77.00
tblFireplaces	NumberWood	0.35	0.00
tblFireplaces	NumberWood	3.50	0.00
tblGrading	AcresOfGrading	0.00	0.43
tblGrading	AcresOfGrading	21.50	0.50
tblGrading	MaterialExported	0.00	16,000.00
tblLandUse	LotAcreage	1.84	0.40
tblLandUse	LotAcreage	0.44	0.03
tblLandUse	LotAcreage	0.38	0.00
tblTripsAndVMT	HaulingTripNumber	2,000.00	1,600.00
tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	HO_TTP	40.60	41.00
tblVehicleTrips	HO_TTP	40.60	41.00
tblVehicleTrips	HS_TTP	19.20	19.00
tblVehicleTrips	HS_TTP	19.20	19.00
tblVehicleTrips	HW_TTP	40.20	40.00

tblVehicleTrips	HW_TTP	40.20	40.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	ST_TR	7.16	4.08
tblVehicleTrips	ST_TR	6.39	4.62
tblVehicleTrips	SU_TR	6.07	4.08
tblVehicleTrips	SU_TR	5.86	4.62
tblVehicleTrips	WD_TR	6.59	4.08
tblVehicleTrips	WD_TR	6.65	4.62
tblWoodstoves	NumberCatalytic	0.35	0.00
tblWoodstoves	NumberCatalytic	3.50	0.00
tblWoodstoves	NumberNoncatalytic	0.35	0.00
tblWoodstoves	NumberNoncatalytic	3.50	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2019	1.5525	26.5515	11.9927	0.0599	1.3227	0.6038	1.8880	0.5645	0.5762	1.1039	0.0000	6,336.4667	6,336.4667	0.5735	0.0000	6,350.8027
2020	24.6585	11.9551	12.8531	0.0262	0.9199	0.6459	1.5658	0.2456	0.6033	0.8489	0.0000	2,582.9991	2,582.9991	0.4253	0.0000	2,593.6314
2021	1.0785	9.2386	10.0804	0.0214	0.7746	0.4554	1.2300	0.2070	0.4191	0.6261	0.0000	2,123.0095	2,123.0095	0.3958	0.0000	2,132.9033
Maximum	**24.6585**	**26.5515**	**12.8531**	**0.0599**	**1.3227**	**0.6459**	**1.8880**	**0.5645**	**0.6033**	**1.1039**	**0.0000**	**6,336.4667**	**6,336.4667**	**0.5735**	**0.0000**	**6,350.8027**

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					
2019	1.5525	26.5515	11.9927	0.0599	1.0912	0.6038	1.6565	0.4964	0.5762	1.0358	0.0000	6,336.4667	6,336.4667	0.5735	0.0000	6,350.8027
2020	24.6585	11.9551	12.8531	0.0262	0.5571	0.6459	1.2030	0.1565	0.6033	0.7598	0.0000	2,582.9991	2,582.9991	0.4253	0.0000	2,593.6314
2021	1.0785	9.2386	10.0804	0.0214	0.4699	0.4554	0.9253	0.1322	0.4191	0.5513	0.0000	2,123.0095	2,123.0095	0.3958	0.0000	2,132.9033
Maximum	**24.6585**	**26.5515**	**12.8531**	**0.0599**	**1.0912**	**0.6459**	**1.6565**	**0.4964**	**0.6033**	**1.0358**	**0.0000**	**6,336.4667**	**6,336.4667**	**0.5735**	**0.0000**	**6,350.8027**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**29.80**	**0.00**	**19.19**	**22.81**	**0.00**	**8.99**	**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	1.8571	0.0735	6.3707	3.4000e-004		0.0351	0.0351		0.0351	0.0351	0.0000	11.4477	11.4477	0.0111	0.0000	11.7255
Energy	0.0220	0.1879	0.0799	1.2000e-003		0.0152	0.0152		0.0152	0.0152		239.8061	239.8061	4.6000e-003	4.4000e-003	241.2311
Mobile	0.7225	3.4620	10.3942	0.0362	2.8813	0.0297	2.9110	0.7711	0.0278	0.7989		3,681.6345	3,681.6345	0.1893		3,686.3663
Total	**2.6016**	**3.7234**	**16.8448**	**0.0378**	**2.8813**	**0.0800**	**2.9613**	**0.7711**	**0.0781**	**0.8492**	**0.0000**	**3,932.8883**	**3,932.8883**	**0.2050**	**4.4000e-003**	**3,939.3229**

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	1.8571	0.0735	6.3707	3.4000e-004		0.0351	0.0351		0.0351	0.0351	0.0000	11.4477	11.4477	0.0111	0.0000	11.7255
Energy	0.0220	0.1879	0.0799	1.2000e-003		0.0152	0.0152		0.0152	0.0152		239.8061	239.8061	4.6000e-003	4.4000e-003	241.2311
Mobile	0.7225	3.4620	10.3942	0.0362	2.8813	0.0297	2.9110	0.7711	0.0278	0.7989		3,681.6345	3,681.6345	0.1893		3,686.3663
Total	**2.6016**	**3.7234**	**16.8448**	**0.0378**	**2.8813**	**0.0800**	**2.9613**	**0.7711**	**0.0781**	**0.8492**	**0.0000**	**3,932.8883**	**3,932.8883**	**0.2050**	**4.4000e-003**	**3,939.3229**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	7/1/2019	7/31/2019	5	23	
2	Site Preparation	Site Preparation	8/1/2019	9/30/2019	5	43	
3	Grading	Grading	10/1/2019	12/31/2019	5	66	
4	Architectural Coating	Architectural Coating	11/1/2020	11/30/2020	5	21	
5	Building Construction	Building Construction	1/2/2020	2/26/2021	5	302	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0.43

Acres of Paving: 0

Residential Indoor: 155,925; Residential Outdoor: 51,975; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 1,008

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	1	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	63.00	11.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Demolition	4	10.00	0.00	1,345.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	1,600.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Replace Ground Cover

Water Exposed Area

Clean Paved Roads

3.2 Demolition - 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	0.9530	8.6039	7.6917	0.0120		0.5371	0.5371		0.5125	0.5125		1,159.6570	1,159.6570	0.2211		1,165.1847
Total	**0.9530**	**8.6039**	**7.6917**	**0.0120**		**0.5371**	**0.5371**		**0.5125**	**0.5125**		**1,159.6570**	**1,159.6570**	**0.2211**		**1,165.1847**

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	0.5495	17.9109	3.8188	0.0467	1.0224	0.0657	1.0882	0.2803	0.0629	0.3431		5,055.5144	5,055.5144	0.3482		5,064.2186
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	0.0500	0.0367	0.4822	1.2200e-003	0.1118	9.6000e-004	0.1127	0.0296	8.9000e-004	0.0305		121.2953	121.2953	4.1700e-003		121.3995
Total	**0.5995**	**17.9476**	**4.3009**	**0.0479**	**1.1342**	**0.0667**	**1.2009**	**0.3099**	**0.0638**	**0.3737**		**5,176.8097**	**5,176.8097**	**0.3523**		**5,185.6180**

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	0.9530	8.6039	7.6917	0.0120		0.5371	0.5371		0.5125	0.5125	0.0000	1,159.6570	1,159.6570	0.2211		1,165.1847
Total	**0.9530**	**8.6039**	**7.6917**	**0.0120**		**0.5371**	**0.5371**		**0.5125**	**0.5125**	**0.0000**	**1,159.6570**	**1,159.6570**	**0.2211**		**1,165.1847**

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	0.5495	17.9109	3.8188	0.0467	0.6668	0.0657	0.7325	0.1930	0.0629	0.2558		5,055.5144	5,055.5144	0.3482		5,064.2186
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	0.0500	0.0367	0.4822	1.2200e-003	0.0671	9.6000e-004	0.0680	0.0187	8.9000e-004	0.0196		121.2953	121.2953	4.1700e-003		121.3995
Total	**0.5995**	**17.9476**	**4.3009**	**0.0479**	**0.7339**	**0.0667**	**0.8005**	**0.2116**	**0.0638**	**0.2754**		**5,176.8097**	**5,176.8097**	**0.3523**		**5,185.6180**

3.3 Site Preparation - 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					
Fugitive Dust					0.0123	0.0000	0.0123	1.3300e-003	0.0000	1.3300e-003			0.0000			0.0000
Off-Road	0.7195	8.9170	4.1407	9.7500e-003		0.3672	0.3672		0.3378	0.3378		965.1690	965.1690	0.3054		972.8032

Total	**0.7195**	**8.9170**	**4.1407**	**9.7500e-003**	**0.0123**	**0.3672**	**0.3795**	**1.3300e-003**	**0.3378**	**0.3392**		**965.1690**	**965.1690**	**0.3054**		**972.8032**

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	0.0250	0.0184	0.2411	6.1000e-004	0.0559	4.8000e-004	0.0564	0.0148	4.4000e-004	0.0153		60.6476	60.6476	2.0800e-003		60.6997
Total	**0.0250**	**0.0184**	**0.2411**	**6.1000e-004**	**0.0559**	**4.8000e-004**	**0.0564**	**0.0148**	**4.4000e-004**	**0.0153**		**60.6476**	**60.6476**	**2.0800e-003**		**60.6997**

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					0.0117	0.0000	0.0117	1.2600e-003	0.0000	1.2600e-003			0.0000			0.0000
Off-Road	0.7195	8.9170	4.1407	9.7500e-003		0.3672	0.3672		0.3378	0.3378	0.0000	965.1690	965.1690	0.3054		972.8032
Total	**0.7195**	**8.9170**	**4.1407**	**9.7500e-003**	**0.0117**	**0.3672**	**0.3789**	**1.2600e-003**	**0.3378**	**0.3391**	**0.0000**	**965.1690**	**965.1690**	**0.3054**		**972.8032**

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	0.0250	0.0184	0.2411	6.1000e-004	0.0335	4.8000e-004	0.0340	9.3400e-003	4.4000e-004	9.7800e-003		60.6476	60.6476	2.0800e-003		60.6997
Total	**0.0250**	**0.0184**	**0.2411**	**6.1000e-004**	**0.0335**	**4.8000e-004**	**0.0340**	**9.3400e-003**	**4.4000e-004**	**9.7800e-003**		**60.6476**	**60.6476**	**2.0800e-003**		**60.6997**

3.4 Grading - 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					
Fugitive Dust					0.7871	0.0000	0.7871	0.4187	0.0000	0.4187			0.0000			0.0000
Off-Road	0.9530	8.6039	7.6917	0.0120		0.5371	0.5371		0.5125	0.5125		1,159.6570	1,159.6570	0.2211		1,165.1847
Total	**0.9530**	**8.6039**	**7.6917**	**0.0120**	**0.7871**	**0.5371**	**1.3242**	**0.4187**	**0.5125**	**0.9312**		**1,159.6570**	**1,159.6570**	**0.2211**		**1,165.1847**

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	0.2278	7.4251	1.5831	0.0194	0.4239	0.0273	0.4511	0.1162	0.0261	0.1423		2,095.7861	2,095.7861	0.1443		2,099.3944
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	0.0500	0.0367	0.4822	1.2200e-003	0.1118	9.6000e-004	0.1127	0.0296	8.9000e-004	0.0305		121.2953	121.2953	4.1700e-003		121.3995
Total	**0.2778**	**7.4618**	**2.0653**	**0.0206**	**0.5356**	**0.0282**	**0.5638**	**0.1458**	**0.0270**	**0.1728**		**2,217.0814**	**2,217.0814**	**0.1485**		**2,220.7939**

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					0.7477	0.0000	0.7477	0.3977	0.0000	0.3977			0.0000			0.0000
Off-Road	0.9530	8.6039	7.6917	0.0120		0.5371	0.5371		0.5125	0.5125	0.0000	1,159.6570	1,159.6570	0.2211		1,165.1847
Total	**0.9530**	**8.6039**	**7.6917**	**0.0120**	**0.7477**	**0.5371**	**1.2848**	**0.3977**	**0.5125**	**0.9102**	**0.0000**	**1,159.6570**	**1,159.6570**	**0.2211**		**1,165.1847**

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	0.2278	7.4251	1.5831	0.0194	0.2764	0.0273	0.3037	0.0800	0.0261	0.1061		2,095.7861	2,095.7861	0.1443		2,099.3944
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	0.0500	0.0367	0.4822	1.2200e-003	0.0671	9.6000e-004	0.0680	0.0187	8.9000e-004	0.0196		121.2953	121.2953	4.1700e-003		121.3995
Total	**0.2778**	**7.4618**	**2.0653**	**0.0206**	**0.3435**	**0.0282**	**0.3717**	**0.0987**	**0.0270**	**0.1256**		**2,217.0814**	**2,217.0814**	**0.1485**		**2,220.7939**

3.5 Architectural Coating - 2020

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	23.1657					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9928
Total	**23.4079**	**1.6838**	**1.8314**	**2.9700e-003**		**0.1109**	**0.1109**		**0.1109**	**0.1109**		**281.4481**	**281.4481**	**0.0218**		**281.9928**

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	0.0598	0.0426	0.5692	1.5400e-003	0.1453	1.2100e-003	0.1465	0.0385	1.1200e-003	0.0397		152.8947	152.8947	4.8200e-003		153.0152
Total	**0.0598**	**0.0426**	**0.5692**	**1.5400e-003**	**0.1453**	**1.2100e-003**	**0.1465**	**0.0385**	**1.1200e-003**	**0.0397**		**152.8947**	**152.8947**	**4.8200e-003**		**153.0152**

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	23.1657					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109	0.0000	281.4481	281.4481	0.0218		281.9928
Total	**23.4079**	**1.6838**	**1.8314**	**2.9700e-003**		**0.1109**	**0.1109**		**0.1109**	**0.1109**	**0.0000**	**281.4481**	**281.4481**	**0.0218**		**281.9928**

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	0.0598	0.0426	0.5692	1.5400e-003	0.0872	1.2100e-003	0.0884	0.0243	1.1200e-003	0.0254		152.8947	152.8947	4.8200e-003		153.0152
Total	**0.0598**	**0.0426**	**0.5692**	**1.5400e-003**	**0.0872**	**1.2100e-003**	**0.0884**	**0.0243**	**1.1200e-003**	**0.0254**		**152.8947**	**152.8947**	**4.8200e-003**		**153.0152**

3.6 Building Construction - 2020

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	0.8617	8.8523	7.3875	0.0114		0.5224	0.5224		0.4806	0.4806		1,102.9781	1,102.9781	0.3567		1,111.8962

Total	**0.8617**	**8.8523**	**7.3875**	**0.0114**		**0.5224**	**0.5224**		**0.4806**	**0.4806**		**1,102.9781**	**1,102.9781**	**0.3567**		**1,111.8962**

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	0.0391	1.1701	0.3066	2.8500e-003	0.0704	5.5100e-003	0.0759	0.0203	5.2700e-003	0.0255		304.7272	304.7272	0.0186		305.1921
Worker	0.2899	0.2063	2.7584	7.4400e-003	0.7042	5.8900e-003	0.7101	0.1868	5.4200e-003	0.1922		740.9511	740.9511	0.0234		741.5351
Total	**0.3291**	**1.3764**	**3.0650**	**0.0103**	**0.7746**	**0.0114**	**0.7860**	**0.2070**	**0.0107**	**0.2177**		**1,045.6783**	**1,045.6783**	**0.0420**		**1,046.7272**

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	0.8617	8.8523	7.3875	0.0114		0.5224	0.5224		0.4806	0.4806	0.0000	1,102.9781	1,102.9781	0.3567		1,111.8962
Total	**0.8617**	**8.8523**	**7.3875**	**0.0114**		**0.5224**	**0.5224**		**0.4806**	**0.4806**	**0.0000**	**1,102.9781**	**1,102.9781**	**0.3567**		**1,111.8962**

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	0.0391	1.1701	0.3066	2.8500e-003	0.0473	5.5100e-003	0.0529	0.0146	5.2700e-003	0.0199		304.7272	304.7272	0.0186		305.1921
Worker	0.2899	0.2063	2.7584	7.4400e-003	0.4226	5.8900e-003	0.4285	0.1176	5.4200e-003	0.1231		740.9511	740.9511	0.0234		741.5351
Total	**0.3291**	**1.3764**	**3.0650**	**0.0103**	**0.4699**	**0.0114**	**0.4813**	**0.1322**	**0.0107**	**0.1429**		**1,045.6783**	**1,045.6783**	**0.0420**		**1,046.7272**

3.6 Building Construction - 2021

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	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117		1,103.2158	1,103.2158	0.3568		1,112.1358
Total	**0.7750**	**7.9850**	**7.2637**	**0.0114**		**0.4475**	**0.4475**		**0.4117**	**0.4117**		**1,103.2158**	**1,103.2158**	**0.3568**		**1,112.1358**

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	0.0334	1.0680	0.2792	2.8300e-003	0.0704	2.1800e-003	0.0726	0.0203	2.0900e-003	0.0224		302.3687	302.3687	0.0178		302.8140
Worker	0.2701	0.1856	2.5375	7.2000e-003	0.7042	5.6900e-003	0.7099	0.1868	5.2400e-003	0.1920		717.4250	717.4250	0.0211		717.9535
Total	**0.3035**	**1.2536**	**2.8167**	**0.0100**	**0.7746**	**7.8700e-003**	**0.7825**	**0.2070**	**7.3300e-003**	**0.2144**		**1,019.7937**	**1,019.7937**	**0.0390**		**1,020.7675**

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	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117	0.0000	1,103.2158	1,103.2158	0.3568		1,112.1358
Total	**0.7750**	**7.9850**	**7.2637**	**0.0114**		**0.4475**	**0.4475**		**0.4117**	**0.4117**	**0.0000**	**1,103.2158**	**1,103.2158**	**0.3568**		**1,112.1358**

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	0.0334	1.0680	0.2792	2.8300e-003	0.0473	2.1800e-003	0.0495	0.0146	2.0900e-003	0.0167		302.3687	302.3687	0.0178		302.8140
Worker	0.2701	0.1856	2.5375	7.2000e-003	0.4226	5.6900e-003	0.4283	0.1176	5.2400e-003	0.1229		717.4250	717.4250	0.0211		717.9535
Total	**0.3035**	**1.2536**	**2.8167**	**0.0100**	**0.4699**	**7.8700e-003**	**0.4778**	**0.1322**	**7.3300e-003**	**0.1396**		**1,019.7937**	**1,019.7937**	**0.0390**		**1,020.7675**

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	0.7225	3.4620	10.3942	0.0362	2.8813	0.0297	2.9110	0.7711	0.0278	0.7989		3,681.6345	3,681.6345	0.1893		3,686.3663
Unmitigated	0.7225	3.4620	10.3942	0.0362	2.8813	0.0297	2.9110	0.7711	0.0278	0.7989		3,681.6345	3,681.6345	0.1893		3,686.3663

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	28.56	28.56	28.56	109,863	109,863
Apartments Mid Rise	323.68	323.68	323.68	1,245,117	1,245,117
Enclosed Parking with Elevator	0.00	0.00	0.00		
Total	352.24	352.24	352.24	1,354,980	1,354,980

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.00	19.00	41.00	100	0	0
Apartments Mid Rise	14.70	5.90	8.70	40.00	19.00	41.00	100	0	0
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Apartments Mid Rise	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Enclosed Parking with Elevator	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0220	0.1879	0.0799	1.2000e-003		0.0152	0.0152		0.0152	0.0152		239.8061	239.8061	4.6000e-003	4.4000e-003	241.2311
NaturalGas Unmitigated	0.0220	0.1879	0.0799	1.2000e-003		0.0152	0.0152		0.0152	0.0152		239.8061	239.8061	4.6000e-003	4.4000e-003	241.2311

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	270.719	2.9200e-003	0.0250	0.0106	1.6000e-004		2.0200e-003	2.0200e-003		2.0200e-003	2.0200e-003		31.8493	31.8493	6.1000e-004	5.8000e-004	32.0386
Apartments Mid Rise	1767.63	0.0191	0.1629	0.0693	1.0400e-003		0.0132	0.0132		0.0132	0.0132		207.9567	207.9567	3.9900e-003	3.8100e-003	209.1925

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		**0.0220**	**0.1879**	**0.0799**	**1.2000e-003**		**0.0152**	**0.0152**		**0.0152**	**0.0152**		**239.8061**	**239.8061**	**4.6000e-003**	**4.3900e-003**	**241.2311**

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 Low Rise	0.270719	2.9200e-003	0.0250	0.0106	1.6000e-004		2.0200e-003	2.0200e-003		2.0200e-003	2.0200e-003		31.8493	31.8493	6.1000e-004	5.8000e-004	32.0386
Apartments Mid Rise	1.76763	0.0191	0.1629	0.0693	1.0400e-003		0.0132	0.0132		0.0132	0.0132		207.9567	207.9567	3.9900e-003	3.8100e-003	209.1925
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		**0.0220**	**0.1879**	**0.0799**	**1.2000e-003**		**0.0152**	**0.0152**		**0.0152**	**0.0152**		**239.8061**	**239.8061**	**4.6000e-003**	**4.3900e-003**	**241.2311**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.8571	0.0735	6.3707	3.4000e-004		0.0351	0.0351		0.0351	0.0351	0.0000	11.4477	11.4477	0.0111	0.0000	11.7255
Unmitigated	1.8571	0.0735	6.3707	3.4000e-004		0.0351	0.0351		0.0351	0.0351	0.0000	11.4477	11.4477	0.0111	0.0000	11.7255

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	0.1333					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.5306					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.1933	0.0735	6.3707	3.4000e-004		0.0351	0.0351		0.0351	0.0351		11.4477	11.4477	0.0111		11.7255
Total	**1.8571**	**0.0735**	**6.3707**	**3.4000e-004**		**0.0351**	**0.0351**		**0.0351**	**0.0351**	**0.0000**	**11.4477**	**11.4477**	**0.0111**	**0.0000**	**11.7255**

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	0.1333					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.5306					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.1933	0.0735	6.3707	3.4000e-004		0.0351	0.0351		0.0351	0.0351		11.4477	11.4477	0.0111		11.7255
Total	**1.8571**	**0.0735**	**6.3707**	**3.4000e-004**		**0.0351**	**0.0351**		**0.0351**	**0.0351**	**0.0000**	**11.4477**	**11.4477**	**0.0111**	**0.0000**	**11.7255**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

2136-2150 Westwood Boulevard Future - Los Angeles-South Coast County, Annual

2136-2150 Westwood Boulevard Future

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	70.00	Dwelling Unit	0.40	70,000.00	200
Apartments Low Rise	7.00	Dwelling Unit	0.03	7,000.00	20
Enclosed Parking with Elevator	42.00	Space	0.00	16,800.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2021
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 - Developer information

Land Use - Developer information

Construction Phase - Developer information

Off-road Equipment -

Grading - Developer information

Demolition - LA ZIMAS database

Trips and VMT - Assumes 10 CY capacity per haul truck trip

Vehicle Trips - Overland Traffic Consultants, "Traffic Impact Study REsidential Development Located at 2138-2150 Westwood Bouelvard", November 2018

Woodstoves - Conservative consultant assumption

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

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	46
tblConstructionPhase	NumDays	10.00	23.00
tblConstructionPhase	NumDays	1.00	43.00
tblConstructionPhase	NumDays	2.00	66.00
tblConstructionPhase	NumDays	100.00	302.00
tblConstructionPhase	NumDays	5.00	21.00
tblFireplaces	NumberGas	5.95	0.00
tblFireplaces	NumberGas	59.50	0.00
tblFireplaces	NumberNoFireplace	0.70	7.00
tblFireplaces	NumberNoFireplace	7.00	77.00
tblFireplaces	NumberWood	0.35	0.00
tblFireplaces	NumberWood	3.50	0.00
tblGrading	AcresOfGrading	0.00	0.43
tblGrading	AcresOfGrading	21.50	0.50
tblGrading	MaterialExported	0.00	16,000.00
tblLandUse	LotAcreage	1.84	0.40
tblLandUse	LotAcreage	0.44	0.03
tblLandUse	LotAcreage	0.38	0.00
tblTripsAndVMT	HaulingTripNumber	2,000.00	1,600.00
tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	HO_TTP	40.60	41.00
tblVehicleTrips	HO_TTP	40.60	41.00
tblVehicleTrips	HS_TTP	19.20	19.00
tblVehicleTrips	HS_TTP	19.20	19.00
tblVehicleTrips	HW_TTP	40.20	40.00

tblVehicleTrips	HW_TTP	40.20	40.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	ST_TR	7.16	4.08
tblVehicleTrips	ST_TR	6.39	4.62
tblVehicleTrips	SU_TR	6.07	4.08
tblVehicleTrips	SU_TR	5.86	4.62
tblVehicleTrips	WD_TR	6.59	4.08
tblVehicleTrips	WD_TR	6.65	4.62
tblWoodstoves	NumberCatalytic	0.35	0.00
tblWoodstoves	NumberCatalytic	3.50	0.00
tblWoodstoves	NumberNoncatalytic	0.35	0.00
tblWoodstoves	NumberNoncatalytic	3.50	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2019	0.0746	1.0429	0.5554	1.9800e-003	0.0576	0.0335	0.0911	0.0224	0.0317	0.0541	0.0000	186.1214	186.1214	0.0232	0.0000	186.7006
2020	0.4020	1.3596	1.3695	2.8300e-003	0.1006	0.0708	0.1715	0.0269	0.0653	0.0922	0.0000	254.2859	254.2859	0.0474	0.0000	255.4708
2021	0.0221	0.1903	0.2038	4.3000e-004	0.0156	9.3400e-003	0.0249	4.1700e-003	8.5900e-003	0.0128	0.0000	38.8472	38.8472	7.3500e-003	0.0000	39.0310
Maximum	**0.4020**	**1.3596**	**1.3695**	**2.8300e-003**	**0.1006**	**0.0708**	**0.1715**	**0.0269**	**0.0653**	**0.0922**	**0.0000**	**254.2859**	**254.2859**	**0.0474**	**0.0000**	**255.4708**

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					
2019	0.0746	1.0429	0.5554	1.9800e-003	0.0451	0.0335	0.0786	0.0190	0.0317	0.0507	0.0000	186.1213	186.1213	0.0232	0.0000	186.7005
2020	0.4020	1.3596	1.3695	2.8300e-003	0.0612	0.0708	0.1320	0.0173	0.0653	0.0825	0.0000	254.2858	254.2858	0.0474	0.0000	255.4706
2021	0.0221	0.1903	0.2038	4.3000e-004	9.4700e-003	9.3400e-003	0.0188	2.6700e-003	8.5900e-003	0.0113	0.0000	38.8472	38.8472	7.3500e-003	0.0000	39.0310
Maximum	**0.4020**	**1.3596**	**1.3695**	**2.8300e-003**	**0.0612**	**0.0708**	**0.1320**	**0.0190**	**0.0653**	**0.0825**	**0.0000**	**254.2858**	**254.2858**	**0.0474**	**0.0000**	**255.4706**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**33.39**	**0.00**	**20.19**	**27.32**	**0.00**	**9.19**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	7-1-2019	9-30-2019	0.5220	0.5220
2	10-1-2019	12-31-2019	0.5721	0.5721
3	1-1-2020	3-31-2020	0.3688	0.3688
4	4-1-2020	6-30-2020	0.3711	0.3711
5	7-1-2020	9-30-2020	0.3752	0.3752
6	10-1-2020	12-31-2020	0.6471	0.6471
7	1-1-2021	3-31-2021	0.2110	0.2110
		Highest	0.6471	0.6471

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	0.3278	9.1900e-003	0.7963	4.0000e-005		4.3900e-003	4.3900e-003		4.3900e-003	4.3900e-003	0.0000	1.2982	1.2982	1.2600e-003	0.0000	1.3296
Energy	4.0100e-003	0.0343	0.0146	2.2000e-004		2.7700e-003	2.7700e-003		2.7700e-003	2.7700e-003	0.0000	264.9827	264.9827	6.0800e-003	1.8300e-003	265.6797
Mobile	0.1251	0.6604	1.8155	6.3600e-003	0.5143	5.4100e-003	0.5197	0.1379	5.0600e-003	0.1429	0.0000	586.5694	586.5694	0.0310	0.0000	587.3436
Waste						0.0000	0.0000		0.0000	0.0000	7.1899	0.0000	7.1899	0.4249	0.0000	17.8128
Water						0.0000	0.0000		0.0000	0.0000	1.5916	55.9542	57.5458	0.1648	4.1300e-003	62.8975
Total	**0.4570**	**0.7039**	**2.6264**	**6.6200e-003**	**0.5143**	**0.0126**	**0.5268**	**0.1379**	**0.0122**	**0.1501**	**8.7816**	**908.8044**	**917.5860**	**0.6280**	**5.9600e-003**	**935.0631**

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	0.3278	9.1900e-003	0.7963	4.0000e-005		4.3900e-003	4.3900e-003		4.3900e-003	4.3900e-003	0.0000	1.2982	1.2982	1.2600e-003	0.0000	1.3296
Energy	4.0100e-003	0.0343	0.0146	2.2000e-004		2.7700e-003	2.7700e-003		2.7700e-003	2.7700e-003	0.0000	264.9827	264.9827	6.0800e-003	1.8300e-003	265.6797
Mobile	0.1251	0.6604	1.8155	6.3600e-003	0.5143	5.4100e-003	0.5197	0.1379	5.0600e-003	0.1429	0.0000	586.5694	586.5694	0.0310	0.0000	587.3436
Waste						0.0000	0.0000		0.0000	0.0000	7.1899	0.0000	7.1899	0.4249	0.0000	17.8128
Water						0.0000	0.0000		0.0000	0.0000	1.5916	55.9542	57.5458	0.1648	4.1300e-003	62.8975
Total	**0.4570**	**0.7039**	**2.6264**	**6.6200e-003**	**0.5143**	**0.0126**	**0.5268**	**0.1379**	**0.0122**	**0.1501**	**8.7816**	**908.8044**	**917.5860**	**0.6280**	**5.9600e-003**	**935.0631**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	7/1/2019	7/31/2019	5	23	
2	Site Preparation	Site Preparation	8/1/2019	9/30/2019	5	43	
3	Grading	Grading	10/1/2019	12/31/2019	5	66	
4	Architectural Coating	Architectural Coating	11/1/2020	11/30/2020	5	21	
5	Building Construction	Building Construction	1/2/2020	2/26/2021	5	302	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0.43

Acres of Paving: 0

Residential Indoor: 155,925; Residential Outdoor: 51,975; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 1,008

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	1	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	63.00	11.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Demolition	4	10.00	0.00	1,345.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	1,600.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Replace Ground Cover

Water Exposed Area

Clean Paved Roads

3.2 Demolition - 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	0.0110	0.0989	0.0885	1.4000e-004		6.1800e-003	6.1800e-003		5.8900e-003	5.8900e-003	0.0000	12.0983	12.0983	2.3100e-003	0.0000	12.1559
Total	**0.0110**	**0.0989**	**0.0885**	**1.4000e-004**		**6.1800e-003**	**6.1800e-003**		**5.8900e-003**	**5.8900e-003**	**0.0000**	**12.0983**	**12.0983**	**2.3100e-003**	**0.0000**	**12.1559**

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	6.3900e-003	0.2128	0.0452	5.3000e-004	0.0116	7.6000e-004	0.0123	3.1700e-003	7.3000e-004	3.9000e-003	0.0000	52.3666	52.3666	3.6900e-003	0.0000	52.4589
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.8000e-004	4.8000e-004	5.2200e-003	1.0000e-005	1.2600e-003	1.0000e-005	1.2700e-003	3.3000e-004	1.0000e-005	3.4000e-004	0.0000	1.2114	1.2114	4.0000e-005	0.0000	1.2124
Total	**6.9700e-003**	**0.2133**	**0.0504**	**5.4000e-004**	**0.0128**	**7.7000e-004**	**0.0136**	**3.5000e-003**	**7.4000e-004**	**4.2400e-003**	**0.0000**	**53.5780**	**53.5780**	**3.7300e-003**	**0.0000**	**53.6713**

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	0.0110	0.0989	0.0885	1.4000e-004		6.1800e-003	6.1800e-003		5.8900e-003	5.8900e-003	0.0000	12.0983	12.0983	2.3100e-003	0.0000	12.1559
Total	**0.0110**	**0.0989**	**0.0885**	**1.4000e-004**		**6.1800e-003**	**6.1800e-003**		**5.8900e-003**	**5.8900e-003**	**0.0000**	**12.0983**	**12.0983**	**2.3100e-003**	**0.0000**	**12.1559**

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	6.3900e-003	0.2128	0.0452	5.3000e-004	7.5600e-003	7.6000e-004	8.3200e-003	2.1900e-003	7.3000e-004	2.9200e-003	0.0000	52.3666	52.3666	3.6900e-003	0.0000	52.4589
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.8000e-004	4.8000e-004	5.2200e-003	1.0000e-005	7.6000e-004	1.0000e-005	7.7000e-004	2.1000e-004	1.0000e-005	2.2000e-004	0.0000	1.2114	1.2114	4.0000e-005	0.0000	1.2124
Total	**6.9700e-003**	**0.2133**	**0.0504**	**5.4000e-004**	**8.3200e-003**	**7.7000e-004**	**9.0900e-003**	**2.4000e-003**	**7.4000e-004**	**3.1400e-003**	**0.0000**	**53.5780**	**53.5780**	**3.7300e-003**	**0.0000**	**53.6713**

3.3 Site Preparation - 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					
Fugitive Dust					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0155	0.1917	0.0890	2.1000e-004		7.8900e-003	7.8900e-003		7.2600e-003	7.2600e-003	0.0000	18.8251	18.8251	5.9600e-003	0.0000	18.9740
Total	**0.0155**	**0.1917**	**0.0890**	**2.1000e-004**	**2.7000e-004**	**7.8900e-003**	**8.1600e-003**	**3.0000e-005**	**7.2600e-003**	**7.2900e-003**	**0.0000**	**18.8251**	**18.8251**	**5.9600e-003**	**0.0000**	**18.9740**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.4000e-004	4.5000e-004	4.8800e-003	1.0000e-005	1.1800e-003	1.0000e-005	1.1900e-003	3.1000e-004	1.0000e-005	3.2000e-004	0.0000	1.1324	1.1324	4.0000e-005	0.0000	1.1333
Total	**5.4000e-004**	**4.5000e-004**	**4.8800e-003**	**1.0000e-005**	**1.1800e-003**	**1.0000e-005**	**1.1900e-003**	**3.1000e-004**	**1.0000e-005**	**3.2000e-004**	**0.0000**	**1.1324**	**1.1324**	**4.0000e-005**	**0.0000**	**1.1333**

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					2.5000e-004	0.0000	2.5000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0155	0.1917	0.0890	2.1000e-004		7.8900e-003	7.8900e-003		7.2600e-003	7.2600e-003	0.0000	18.8251	18.8251	5.9600e-003	0.0000	18.9740
Total	**0.0155**	**0.1917**	**0.0890**	**2.1000e-004**	**2.5000e-004**	**7.8900e-003**	**8.1400e-003**	**3.0000e-005**	**7.2600e-003**	**7.2900e-003**	**0.0000**	**18.8251**	**18.8251**	**5.9600e-003**	**0.0000**	**18.9740**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.4000e-004	4.5000e-004	4.8800e-003	1.0000e-005	7.1000e-004	1.0000e-005	7.2000e-004	2.0000e-004	1.0000e-005	2.1000e-004	0.0000	1.1324	1.1324	4.0000e-005	0.0000	1.1333
Total	**5.4000e-004**	**4.5000e-004**	**4.8800e-003**	**1.0000e-005**	**7.1000e-004**	**1.0000e-005**	**7.2000e-004**	**2.0000e-004**	**1.0000e-005**	**2.1000e-004**	**0.0000**	**1.1324**	**1.1324**	**4.0000e-005**	**0.0000**	**1.1333**

3.4 Grading - 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					
Fugitive Dust					0.0260	0.0000	0.0260	0.0138	0.0000	0.0138	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0315	0.2839	0.2538	4.0000e-004		0.0177	0.0177		0.0169	0.0169	0.0000	34.7168	34.7168	6.6200e-003	0.0000	34.8823
Total	**0.0315**	**0.2839**	**0.2538**	**4.0000e-004**	**0.0260**	**0.0177**	**0.0437**	**0.0138**	**0.0169**	**0.0307**	**0.0000**	**34.7168**	**34.7168**	**6.6200e-003**	**0.0000**	**34.8823**

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	7.6000e-003	0.2532	0.0538	6.3000e-004	0.0138	9.1000e-004	0.0147	3.7800e-003	8.7000e-004	4.6400e-003	0.0000	62.2948	62.2948	4.3900e-003	0.0000	62.4047
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6500e-003	1.3800e-003	0.0150	4.0000e-005	3.6200e-003	3.0000e-005	3.6500e-003	9.6000e-004	3.0000e-005	9.9000e-004	0.0000	3.4761	3.4761	1.2000e-004	0.0000	3.4791
Total	**9.2500e-003**	**0.2546**	**0.0688**	**6.7000e-004**	**0.0174**	**9.4000e-004**	**0.0183**	**4.7400e-003**	**9.0000e-004**	**5.6300e-003**	**0.0000**	**65.7709**	**65.7709**	**4.5100e-003**	**0.0000**	**65.8837**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0247	0.0000	0.0247	0.0131	0.0000	0.0131	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0315	0.2839	0.2538	4.0000e-004		0.0177	0.0177		0.0169	0.0169	0.0000	34.7167	34.7167	6.6200e-003	0.0000	34.8822

Total	**0.0315**	**0.2839**	**0.2538**	**4.0000e-004**	**0.0247**	**0.0177**	**0.0424**	**0.0131**	**0.0169**	**0.0300**	**0.0000**	**34.7167**	**34.7167**	**6.6200e-003**	**0.0000**	**34.8822**

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	7.6000e-003	0.2532	0.0538	6.3000e-004	8.9900e-003	9.1000e-004	9.9000e-003	2.6100e-003	8.7000e-004	3.4800e-003	0.0000	62.2948	62.2948	4.3900e-003	0.0000	62.4047
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6500e-003	1.3800e-003	0.0150	4.0000e-005	2.1700e-003	3.0000e-005	2.2100e-003	6.1000e-004	3.0000e-005	6.4000e-004	0.0000	3.4761	3.4761	1.2000e-004	0.0000	3.4791
Total	**9.2500e-003**	**0.2546**	**0.0688**	**6.7000e-004**	**0.0112**	**9.4000e-004**	**0.0121**	**3.2200e-003**	**9.0000e-004**	**4.1200e-003**	**0.0000**	**65.7709**	**65.7709**	**4.5100e-003**	**0.0000**	**65.8837**

3.5 Architectural Coating - 2020

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	0.2432					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.5400e-003	0.0177	0.0192	3.0000e-005		1.1600e-003	1.1600e-003		1.1600e-003	1.1600e-003	0.0000	2.6809	2.6809	2.1000e-004	0.0000	2.6861
Total	**0.2458**	**0.0177**	**0.0192**	**3.0000e-005**		**1.1600e-003**	**1.1600e-003**		**1.1600e-003**	**1.1600e-003**	**0.0000**	**2.6809**	**2.6809**	**2.1000e-004**	**0.0000**	**2.6861**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.3000e-004	5.1000e-004	5.6200e-003	2.0000e-005	1.5000e-003	1.0000e-005	1.5100e-003	4.0000e-004	1.0000e-005	4.1000e-004	0.0000	1.3941	1.3941	4.0000e-005	0.0000	1.3952
Total	**6.3000e-004**	**5.1000e-004**	**5.6200e-003**	**2.0000e-005**	**1.5000e-003**	**1.0000e-005**	**1.5100e-003**	**4.0000e-004**	**1.0000e-005**	**4.1000e-004**	**0.0000**	**1.3941**	**1.3941**	**4.0000e-005**	**0.0000**	**1.3952**

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	0.2432					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.5400e-003	0.0177	0.0192	3.0000e-005		1.1600e-003	1.1600e-003		1.1600e-003	1.1600e-003	0.0000	2.6809	2.6809	2.1000e-004	0.0000	2.6861
Total	**0.2458**	**0.0177**	**0.0192**	**3.0000e-005**		**1.1600e-003**	**1.1600e-003**		**1.1600e-003**	**1.1600e-003**	**0.0000**	**2.6809**	**2.6809**	**2.1000e-004**	**0.0000**	**2.6861**

Mitigated Construction Off-Site

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

Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.3000e-004	5.1000e-004	5.6200e-003	2.0000e-005	9.0000e-004	1.0000e-005	9.1000e-004	2.5000e-004	1.0000e-005	2.6000e-004	0.0000	1.3941	1.3941	4.0000e-005	0.0000	1.3952
Total	**6.3000e-004**	**5.1000e-004**	**5.6200e-003**	**2.0000e-005**	**9.0000e-004**	**1.0000e-005**	**9.1000e-004**	**2.5000e-004**	**1.0000e-005**	**2.6000e-004**	**0.0000**	**1.3941**	**1.3941**	**4.0000e-005**	**0.0000**	**1.3952**

3.6 Building Construction - 2020

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	0.1125	1.1552	0.9641	1.4900e-003		0.0682	0.0682		0.0627	0.0627	0.0000	130.5789	130.5789	0.0422	0.0000	131.6347
Total	**0.1125**	**1.1552**	**0.9641**	**1.4900e-003**		**0.0682**	**0.0682**		**0.0627**	**0.0627**	**0.0000**	**130.5789**	**130.5789**	**0.0422**	**0.0000**	**131.6347**

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	5.2100e-003	0.1556	0.0421	3.7000e-004	9.0400e-003	7.2000e-004	9.7700e-003	2.6100e-003	6.9000e-004	3.3000e-003	0.0000	35.6616	35.6616	2.2700e-003	0.0000	35.7182
Worker	0.0380	0.0306	0.3384	9.3000e-004	0.0901	7.7000e-004	0.0909	0.0239	7.1000e-004	0.0246	0.0000	83.9703	83.9703	2.6500e-003	0.0000	84.0365
Total	**0.0432**	**0.1862**	**0.3805**	**1.3000e-003**	**0.0991**	**1.4900e-003**	**0.1006**	**0.0265**	**1.4000e-003**	**0.0279**	**0.0000**	**119.6319**	**119.6319**	**4.9200e-003**	**0.0000**	**119.7547**

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	0.1125	1.1552	0.9641	1.4900e-003		0.0682	0.0682		0.0627	0.0627	0.0000	130.5788	130.5788	0.0422	0.0000	131.6346
Total	**0.1125**	**1.1552**	**0.9641**	**1.4900e-003**		**0.0682**	**0.0682**		**0.0627**	**0.0627**	**0.0000**	**130.5788**	**130.5788**	**0.0422**	**0.0000**	**131.6346**

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	5.2100e-003	0.1556	0.0421	3.7000e-004	6.1000e-003	7.2000e-004	6.8200e-003	1.8900e-003	6.9000e-004	2.5800e-003	0.0000	35.6616	35.6616	2.2700e-003	0.0000	35.7182
Worker	0.0380	0.0306	0.3384	9.3000e-004	0.0542	7.7000e-004	0.0549	0.0151	7.1000e-004	0.0158	0.0000	83.9703	83.9703	2.6500e-003	0.0000	84.0365
Total	**0.0432**	**0.1862**	**0.3805**	**1.3000e-003**	**0.0603**	**1.4900e-003**	**0.0618**	**0.0170**	**1.4000e-003**	**0.0184**	**0.0000**	**119.6319**	**119.6319**	**4.9200e-003**	**0.0000**	**119.7547**

3.6 Building Construction - 2021

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	0.0159	0.1637	0.1489	2.3000e-004		9.1700e-003	9.1700e-003		8.4400e-003	8.4400e-003	0.0000	20.5168	20.5168	6.6400e-003	0.0000	20.6827
Total	**0.0159**	**0.1637**	**0.1489**	**2.3000e-004**		**9.1700e-003**	**9.1700e-003**		**8.4400e-003**	**8.4400e-003**	**0.0000**	**20.5168**	**20.5168**	**6.6400e-003**	**0.0000**	**20.6827**

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	7.0000e-004	0.0223	6.0300e-003	6.0000e-005	1.4200e-003	5.0000e-005	1.4700e-003	4.1000e-004	4.0000e-005	4.5000e-004	0.0000	5.5585	5.5585	3.4000e-004	0.0000	5.5670
Worker	5.5600e-003	4.3300e-003	0.0488	1.4000e-004	0.0142	1.2000e-004	0.0143	3.7600e-003	1.1000e-004	3.8700e-003	0.0000	12.7719	12.7719	3.8000e-004	0.0000	12.7813
Total	**6.2600e-003**	**0.0266**	**0.0549**	**2.0000e-004**	**0.0156**	**1.7000e-004**	**0.0157**	**4.1700e-003**	**1.5000e-004**	**4.3200e-003**	**0.0000**	**18.3304**	**18.3304**	**7.2000e-004**	**0.0000**	**18.3483**

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	0.0159	0.1637	0.1489	2.3000e-004		9.1700e-003	9.1700e-003		8.4400e-003	8.4400e-003	0.0000	20.5168	20.5168	6.6400e-003	0.0000	20.6827

Total	**0.0159**	**0.1637**	**0.1489**	**2.3000e-004**		**9.1700e-003**	**9.1700e-003**		**8.4400e-003**	**8.4400e-003**	**0.0000**	**20.5168**	**20.5168**	**6.6400e-003**	**0.0000**	**20.6827**

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	7.0000e-004	0.0223	6.0300e-003	6.0000e-005	9.6000e-004	5.0000e-005	1.0000e-003	3.0000e-004	4.0000e-005	3.4000e-004	0.0000	5.5585	5.5585	3.4000e-004	0.0000	5.5670
Worker	5.5600e-003	4.3300e-003	0.0488	1.4000e-004	8.5100e-003	1.2000e-004	8.6300e-003	2.3700e-003	1.1000e-004	2.4800e-003	0.0000	12.7719	12.7719	3.8000e-004	0.0000	12.7813
Total	**6.2600e-003**	**0.0266**	**0.0549**	**2.0000e-004**	**9.4700e-003**	**1.7000e-004**	**9.6300e-003**	**2.6700e-003**	**1.5000e-004**	**2.8200e-003**	**0.0000**	**18.3304**	**18.3304**	**7.2000e-004**	**0.0000**	**18.3483**

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	0.1251	0.6604	1.8155	6.3600e-003	0.5143	5.4100e-003	0.5197	0.1379	5.0600e-003	0.1429	0.0000	586.5694	586.5694	0.0310	0.0000	587.3436
Unmitigated	0.1251	0.6604	1.8155	6.3600e-003	0.5143	5.4100e-003	0.5197	0.1379	5.0600e-003	0.1429	0.0000	586.5694	586.5694	0.0310	0.0000	587.3436

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	28.56	28.56	28.56	109,863	109,863
Apartments Mid Rise	323.68	323.68	323.68	1,245,117	1,245,117
Enclosed Parking with Elevator	0.00	0.00	0.00		
Total	352.24	352.24	352.24	1,354,980	1,354,980

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.00	19.00	41.00	100	0	0
Apartments Mid Rise	14.70	5.90	8.70	40.00	19.00	41.00	100	0	0
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Apartments Mid Rise	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Enclosed Parking with Elevator	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

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

Category	tons/yr											MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	225.2801	225.2801	5.3200e-003	1.1000e-003	225.7411	
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	225.2801	225.2801	5.3200e-003	1.1000e-003	225.7411	
NaturalGas Mitigated	4.0100e-003	0.0343	0.0146	2.2000e-004		2.7700e-003	2.7700e-003		2.7700e-003	2.7700e-003	0.0000	39.7026	39.7026	7.6000e-004	7.3000e-004	39.9385	
NaturalGas Unmitigated	4.0100e-003	0.0343	0.0146	2.2000e-004		2.7700e-003	2.7700e-003		2.7700e-003	2.7700e-003	0.0000	39.7026	39.7026	7.6000e-004	7.3000e-004	39.9385	

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	98812.5	5.3000e-004	4.5500e-003	1.9400e-003	3.0000e-005		3.7000e-004	3.7000e-004		3.7000e-004	3.7000e-004	0.0000	5.2730	5.2730	1.0000e-004	1.0000e-004	5.3044
Apartments Mid Rise	645186	3.4800e-003	0.0297	0.0127	1.9000e-004		2.4000e-003	2.4000e-003		2.4000e-003	2.4000e-003	0.0000	34.4296	34.4296	6.6000e-004	6.3000e-004	34.6342
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		**4.0100e-003**	**0.0343**	**0.0146**	**2.2000e-004**		**2.7700e-003**	**2.7700e-003**		**2.7700e-003**	**2.7700e-003**	**0.0000**	**39.7026**	**39.7026**	**7.6000e-004**	**7.3000e-004**	**39.9385**

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 Low Rise	98812.5	5.3000e-004	4.5500e-003	1.9400e-003	3.0000e-005		3.7000e-004	3.7000e-004		3.7000e-004	3.7000e-004	0.0000	5.2730	5.2730	1.0000e-004	1.0000e-004	5.3044
Apartments Mid Rise	645186	3.4800e-003	0.0297	0.0127	1.9000e-004		2.4000e-003	2.4000e-003		2.4000e-003	2.4000e-003	0.0000	34.4296	34.4296	6.6000e-004	6.3000e-004	34.6342

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		**4.0100e-003**	**0.0343**	**0.0146**	**2.2000e-004**		**2.7700e-003**	**2.7700e-003**		**2.7700e-003**	**2.7700e-003**	**0.0000**	**39.7026**	**39.7026**	**7.6000e-004**	**7.3000e-004**	**39.9385**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	28826.9	16.0555	3.8000e-004	8.0000e-005	16.0883
Apartments Mid Rise	277206	154.3929	3.6500e-003	7.5000e-004	154.7088
Enclosed Parking with Elevator	98448	54.8318	1.3000e-003	2.7000e-004	54.9440
Total		**225.2801**	**5.3300e-003**	**1.1000e-003**	**225.7412**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	28826.9	16.0555	3.8000e-004	8.0000e-005	16.0883
Apartments Mid Rise	277206	154.3929	3.6500e-003	7.5000e-004	154.7088
Enclosed Parking with Elevator	98448	54.8318	1.3000e-003	2.7000e-004	54.9440
Total		**225.2801**	**5.3300e-003**	**1.1000e-003**	**225.7412**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.3278	9.1900e-003	0.7963	4.0000e-005		4.3900e-003	4.3900e-003		4.3900e-003	4.3900e-003	0.0000	1.2982	1.2982	1.2600e-003	0.0000	1.3296
Unmitigated	0.3278	9.1900e-003	0.7963	4.0000e-005		4.3900e-003	4.3900e-003		4.3900e-003	4.3900e-003	0.0000	1.2982	1.2982	1.2600e-003	0.0000	1.3296

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	0.0243					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2793					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0242	9.1900e-003	0.7963	4.0000e-005		4.3900e-003	4.3900e-003		4.3900e-003	4.3900e-003	0.0000	1.2982	1.2982	1.2600e-003	0.0000	1.3296
Total	**0.3278**	**9.1900e-003**	**0.7963**	**4.0000e-005**		**4.3900e-003**	**4.3900e-003**		**4.3900e-003**	**4.3900e-003**	**0.0000**	**1.2982**	**1.2982**	**1.2600e-003**	**0.0000**	**1.3296**

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	0.0243					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2793					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0242	9.1900e-003	0.7963	4.0000e-005		4.3900e-003	4.3900e-003		4.3900e-003	4.3900e-003	0.0000	1.2982	1.2982	1.2600e-003	0.0000	1.3296
Total	**0.3278**	**9.1900e-003**	**0.7963**	**4.0000e-005**		**4.3900e-003**	**4.3900e-003**		**4.3900e-003**	**4.3900e-003**	**0.0000**	**1.2982**	**1.2982**	**1.2600e-003**	**0.0000**	**1.3296**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	57.5458	0.1648	4.1300e-003	62.8975
Unmitigated	57.5458	0.1648	4.1300e-003	62.8975

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	0.456078 / 0.287528	5.2314	0.0150	3.8000e-004	5.7180
Apartments Mid Rise	4.56078 / 2.87528	52.3144	0.1498	3.7600e-003	57.1795
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**57.5458**	**0.1648**	**4.1400e-003**	**62.8975**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	0.456078 / 0.287528	5.2314	0.0150	3.8000e-004	5.7180
Apartments Mid Rise	4.56078 / 2.87528	52.3144	0.1498	3.7600e-003	57.1795
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**57.5458**	**0.1648**	**4.1400e-003**	**62.8975**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	7.1899	0.4249	0.0000	17.8128
Unmitigated	7.1899	0.4249	0.0000	17.8128

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	3.22	0.6536	0.0386	0.0000	1.6193
Apartments Mid Rise	32.2	6.5363	0.3863	0.0000	16.1934
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Total		**7.1899**	**0.4249**	**0.0000**	**17.8128**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			

Apartments Low Rise	3.22	0.6536	0.0386	0.0000	1.6193
Apartments Mid Rise	32.2	6.5363	0.3863	0.0000	16.1934
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Total		**7.1899**	**0.4249**	**0.0000**	**17.8128**

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

2136-2150 Westwood Boulevard Future - Los Angeles-South Coast County, Winter

2136-2150 Westwood Boulevard Future

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	70.00	Dwelling Unit	0.40	70,000.00	200
Apartments Low Rise	7.00	Dwelling Unit	0.03	7,000.00	20
Enclosed Parking with Elevator	42.00	Space	0.00	16,800.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2021
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 - Developer information

Land Use - Developer information

Construction Phase - Developer information

Off-road Equipment -

Grading - Developer information

Demolition - LA ZIMAS database

Trips and VMT - Assumes 10 CY capacity per haul truck trip

Vehicle Trips - Overland Traffic Consultants, "Traffic Impact Study REsidential Development Located at 2138-2150 Westwood Bouelvard", November 2018

Woodstoves - Conservative consultant assumption

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

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	46
tblConstructionPhase	NumDays	10.00	23.00
tblConstructionPhase	NumDays	1.00	43.00
tblConstructionPhase	NumDays	2.00	66.00
tblConstructionPhase	NumDays	100.00	302.00
tblConstructionPhase	NumDays	5.00	21.00
tblFireplaces	NumberGas	5.95	0.00
tblFireplaces	NumberGas	59.50	0.00
tblFireplaces	NumberNoFireplace	0.70	7.00
tblFireplaces	NumberNoFireplace	7.00	77.00
tblFireplaces	NumberWood	0.35	0.00
tblFireplaces	NumberWood	3.50	0.00
tblGrading	AcresOfGrading	0.00	0.43
tblGrading	AcresOfGrading	21.50	0.50
tblGrading	MaterialExported	0.00	16,000.00
tblLandUse	LotAcreage	1.84	0.40
tblLandUse	LotAcreage	0.44	0.03
tblLandUse	LotAcreage	0.38	0.00
tblTripsAndVMT	HaulingTripNumber	2,000.00	1,600.00
tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	HO_TTP	40.60	41.00
tblVehicleTrips	HO_TTP	40.60	41.00
tblVehicleTrips	HS_TTP	19.20	19.00
tblVehicleTrips	HS_TTP	19.20	19.00
tblVehicleTrips	HW_TTP	40.20	40.00

tblVehicleTrips	HW_TTP	40.20	40.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	ST_TR	7.16	4.08
tblVehicleTrips	ST_TR	6.39	4.62
tblVehicleTrips	SU_TR	6.07	4.08
tblVehicleTrips	SU_TR	5.86	4.62
tblVehicleTrips	WD_TR	6.59	4.08
tblVehicleTrips	WD_TR	6.65	4.62
tblWoodstoves	NumberCatalytic	0.35	0.00
tblWoodstoves	NumberCatalytic	3.50	0.00
tblWoodstoves	NumberNoncatalytic	0.35	0.00
tblWoodstoves	NumberNoncatalytic	3.50	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2019	1.5717	26.7944	12.2111	0.0591	1.3227	0.6050	1.8885	0.5645	0.5774	1.1044	0.0000	6,243.6432	6,243.6432	0.5865	0.0000	6,258.3050
2020	24.6989	11.9815	12.6047	0.0256	0.9199	0.6460	1.5659	0.2456	0.6034	0.8490	0.0000	2,522.4596	2,522.4596	0.4249	0.0000	2,533.0812
2021	1.1105	9.2562	9.8925	0.0209	0.7746	0.4555	1.2301	0.2070	0.4191	0.6262	0.0000	2,072.8141	2,072.8141	0.3957	0.0000	2,082.7057
Maximum	**24.6989**	**26.7944**	**12.6047**	**0.0591**	**1.3227**	**0.6460**	**1.8885**	**0.5645**	**0.6034**	**1.1044**	**0.0000**	**6,243.6432**	**6,243.6432**	**0.5865**	**0.0000**	**6,258.3050**

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					
2019	1.5717	26.7944	12.2111	0.0591	1.0912	0.6050	1.6570	0.4964	0.5774	1.0363	0.0000	6,243.6432	6,243.6432	0.5865	0.0000	6,258.3050
2020	24.6989	11.9815	12.6047	0.0256	0.5571	0.6460	1.2031	0.1565	0.6034	0.7599	0.0000	2,522.4596	2,522.4596	0.4249	0.0000	2,533.0812
2021	1.1105	9.2562	9.8925	0.0209	0.4699	0.4555	0.9254	0.1322	0.4191	0.5514	0.0000	2,072.8140	2,072.8140	0.3957	0.0000	2,082.7057
Maximum	**24.6989**	**26.7944**	**12.6047**	**0.0591**	**1.0912**	**0.6460**	**1.6570**	**0.4964**	**0.6034**	**1.0363**	**0.0000**	**6,243.6432**	**6,243.6432**	**0.5865**	**0.0000**	**6,258.3050**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**29.80**	**0.00**	**19.19**	**22.81**	**0.00**	**8.99**	**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	1.8571	0.0735	6.3707	3.4000e-004		0.0351	0.0351		0.0351	0.0351	0.0000	11.4477	11.4477	0.0111	0.0000	11.7255
Energy	0.0220	0.1879	0.0799	1.2000e-003		0.0152	0.0152		0.0152	0.0152		239.8061	239.8061	4.6000e-003	4.4000e-003	241.2311
Mobile	0.7022	3.5613	9.8209	0.0345	2.8813	0.0299	2.9111	0.7711	0.0279	0.7990		3,504.4132	3,504.4132	0.1880		3,509.1137
Total	**2.5813**	**3.8227**	**16.2715**	**0.0360**	**2.8813**	**0.0802**	**2.9614**	**0.7711**	**0.0782**	**0.8493**	**0.0000**	**3,755.6670**	**3,755.6670**	**0.2037**	**4.4000e-003**	**3,762.0703**

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	1.8571	0.0735	6.3707	3.4000e-004		0.0351	0.0351		0.0351	0.0351	0.0000	11.4477	11.4477	0.0111	0.0000	11.7255
Energy	0.0220	0.1879	0.0799	1.2000e-003		0.0152	0.0152		0.0152	0.0152		239.8061	239.8061	4.6000e-003	4.4000e-003	241.2311
Mobile	0.7022	3.5613	9.8209	0.0345	2.8813	0.0299	2.9111	0.7711	0.0279	0.7990		3,504.4132	3,504.4132	0.1880		3,509.1137
Total	**2.5813**	**3.8227**	**16.2715**	**0.0360**	**2.8813**	**0.0802**	**2.9614**	**0.7711**	**0.0782**	**0.8493**	**0.0000**	**3,755.6670**	**3,755.6670**	**0.2037**	**4.4000e-003**	**3,762.0703**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	7/1/2019	7/31/2019	5	23	
2	Site Preparation	Site Preparation	8/1/2019	9/30/2019	5	43	
3	Grading	Grading	10/1/2019	12/31/2019	5	66	
4	Architectural Coating	Architectural Coating	11/1/2020	11/30/2020	5	21	
5	Building Construction	Building Construction	1/2/2020	2/26/2021	5	302	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0.43

Acres of Paving: 0

Residential Indoor: 155,925; Residential Outdoor: 51,975; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 1,008

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	1	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	63.00	11.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Demolition	4	10.00	0.00	1,345.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	1,600.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Replace Ground Cover

Water Exposed Area

Clean Paved Roads

3.2 Demolition - 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	0.9530	8.6039	7.6917	0.0120		0.5371	0.5371		0.5125	0.5125		1,159.6570	1,159.6570	0.2211		1,165.1847
Total	**0.9530**	**8.6039**	**7.6917**	**0.0120**		**0.5371**	**0.5371**		**0.5125**	**0.5125**		**1,159.6570**	**1,159.6570**	**0.2211**		**1,165.1847**

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	0.5633	18.1499	4.0768	0.0459	1.0224	0.0670	1.0894	0.2803	0.0641	0.3443		4,969.7731	4,969.7731	0.3614		4,978.8090
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	0.0554	0.0407	0.4425	1.1500e-003	0.1118	9.6000e-004	0.1127	0.0296	8.9000e-004	0.0305		114.2131	114.2131	3.9300e-003		114.3113
Total	**0.6187**	**18.1906**	**4.5193**	**0.0471**	**1.1342**	**0.0679**	**1.2021**	**0.3099**	**0.0650**	**0.3749**		**5,083.9862**	**5,083.9862**	**0.3654**		**5,093.1203**

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	0.9530	8.6039	7.6917	0.0120		0.5371	0.5371		0.5125	0.5125	0.0000	1,159.6570	1,159.6570	0.2211		1,165.1847
Total	**0.9530**	**8.6039**	**7.6917**	**0.0120**		**0.5371**	**0.5371**		**0.5125**	**0.5125**	**0.0000**	**1,159.6570**	**1,159.6570**	**0.2211**		**1,165.1847**

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	0.5633	18.1499	4.0768	0.0459	0.6668	0.0670	0.7337	0.1930	0.0641	0.2570		4,969.7731	4,969.7731	0.3614		4,978.8090
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	0.0554	0.0407	0.4425	1.1500e-003	0.0671	9.6000e-004	0.0680	0.0187	8.9000e-004	0.0196		114.2131	114.2131	3.9300e-003		114.3113
Total	**0.6187**	**18.1906**	**4.5193**	**0.0471**	**0.7339**	**0.0679**	**0.8018**	**0.2116**	**0.0650**	**0.2766**		**5,083.9862**	**5,083.9862**	**0.3654**		**5,093.1203**

3.3 Site Preparation - 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					
Fugitive Dust					0.0123	0.0000	0.0123	1.3300e-003	0.0000	1.3300e-003			0.0000			0.0000
Off-Road	0.7195	8.9170	4.1407	9.7500e-003		0.3672	0.3672		0.3378	0.3378		965.1690	965.1690	0.3054		972.8032

Total	**0.7195**	**8.9170**	**4.1407**	**9.7500e-003**	**0.0123**	**0.3672**	**0.3795**	**1.3300e-003**	**0.3378**	**0.3392**		**965.1690**	**965.1690**	**0.3054**		**972.8032**

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	0.0277	0.0203	0.2212	5.7000e-004	0.0559	4.8000e-004	0.0564	0.0148	4.4000e-004	0.0153		57.1065	57.1065	1.9600e-003		57.1557
Total	**0.0277**	**0.0203**	**0.2212**	**5.7000e-004**	**0.0559**	**4.8000e-004**	**0.0564**	**0.0148**	**4.4000e-004**	**0.0153**		**57.1065**	**57.1065**	**1.9600e-003**		**57.1557**

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					0.0117	0.0000	0.0117	1.2600e-003	0.0000	1.2600e-003			0.0000			0.0000
Off-Road	0.7195	8.9170	4.1407	9.7500e-003		0.3672	0.3672		0.3378	0.3378	0.0000	965.1690	965.1690	0.3054		972.8032
Total	**0.7195**	**8.9170**	**4.1407**	**9.7500e-003**	**0.0117**	**0.3672**	**0.3789**	**1.2600e-003**	**0.3378**	**0.3391**	**0.0000**	**965.1690**	**965.1690**	**0.3054**		**972.8032**

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	0.0277	0.0203	0.2212	5.7000e-004	0.0335	4.8000e-004	0.0340	9.3400e-003	4.4000e-004	9.7800e-003		57.1065	57.1065	1.9600e-003		57.1557
Total	**0.0277**	**0.0203**	**0.2212**	**5.7000e-004**	**0.0335**	**4.8000e-004**	**0.0340**	**9.3400e-003**	**4.4000e-004**	**9.7800e-003**		**57.1065**	**57.1065**	**1.9600e-003**		**57.1557**

3.4 Grading - 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					
Fugitive Dust					0.7871	0.0000	0.7871	0.4187	0.0000	0.4187			0.0000			0.0000
Off-Road	0.9530	8.6039	7.6917	0.0120		0.5371	0.5371		0.5125	0.5125		1,159.6570	1,159.6570	0.2211		1,165.1847
Total	**0.9530**	**8.6039**	**7.6917**	**0.0120**	**0.7871**	**0.5371**	**1.3242**	**0.4187**	**0.5125**	**0.9312**		**1,159.6570**	**1,159.6570**	**0.2211**		**1,165.1847**

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	0.2335	7.5241	1.6901	0.0190	0.4239	0.0278	0.4516	0.1162	0.0266	0.1427		2,060.2417	2,060.2417	0.1498		2,063.9875
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	0.0554	0.0407	0.4425	1.1500e-003	0.1118	9.6000e-004	0.1127	0.0296	8.9000e-004	0.0305		114.2131	114.2131	3.9300e-003		114.3113
Total	**0.2889**	**7.5648**	**2.1326**	**0.0202**	**0.5356**	**0.0287**	**0.5644**	**0.1458**	**0.0275**	**0.1733**		**2,174.4547**	**2,174.4547**	**0.1538**		**2,178.2988**

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					0.7477	0.0000	0.7477	0.3977	0.0000	0.3977			0.0000			0.0000
Off-Road	0.9530	8.6039	7.6917	0.0120		0.5371	0.5371		0.5125	0.5125	0.0000	1,159.6570	1,159.6570	0.2211		1,165.1847
Total	**0.9530**	**8.6039**	**7.6917**	**0.0120**	**0.7477**	**0.5371**	**1.2848**	**0.3977**	**0.5125**	**0.9102**	**0.0000**	**1,159.6570**	**1,159.6570**	**0.2211**		**1,165.1847**

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	0.2335	7.5241	1.6901	0.0190	0.2764	0.0278	0.3042	0.0800	0.0266	0.1066		2,060.2417	2,060.2417	0.1498		2,063.9875
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	0.0554	0.0407	0.4425	1.1500e-003	0.0671	9.6000e-004	0.0680	0.0187	8.9000e-004	0.0196		114.2131	114.2131	3.9300e-003		114.3113
Total	**0.2889**	**7.5648**	**2.1326**	**0.0202**	**0.3435**	**0.0287**	**0.3722**	**0.0987**	**0.0275**	**0.1261**		**2,174.4547**	**2,174.4547**	**0.1538**		**2,178.2988**

3.5 Architectural Coating - 2020

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	23.1657					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9928
Total	**23.4079**	**1.6838**	**1.8314**	**2.9700e-003**		**0.1109**	**0.1109**		**0.1109**	**0.1109**		**281.4481**	**281.4481**	**0.0218**		**281.9928**

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	0.0664	0.0471	0.5213	1.4500e-003	0.1453	1.2100e-003	0.1465	0.0385	1.1200e-003	0.0397		143.9647	143.9647	4.5400e-003		144.0781
Total	**0.0664**	**0.0471**	**0.5213**	**1.4500e-003**	**0.1453**	**1.2100e-003**	**0.1465**	**0.0385**	**1.1200e-003**	**0.0397**		**143.9647**	**143.9647**	**4.5400e-003**		**144.0781**

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	23.1657					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109	0.0000	281.4481	281.4481	0.0218		281.9928
Total	**23.4079**	**1.6838**	**1.8314**	**2.9700e-003**		**0.1109**	**0.1109**		**0.1109**	**0.1109**	**0.0000**	**281.4481**	**281.4481**	**0.0218**		**281.9928**

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	0.0664	0.0471	0.5213	1.4500e-003	0.0872	1.2100e-003	0.0884	0.0243	1.1200e-003	0.0254		143.9647	143.9647	4.5400e-003		144.0781
Total	**0.0664**	**0.0471**	**0.5213**	**1.4500e-003**	**0.0872**	**1.2100e-003**	**0.0884**	**0.0243**	**1.1200e-003**	**0.0254**		**143.9647**	**143.9647**	**4.5400e-003**		**144.0781**

3.6 Building Construction - 2020

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	0.8617	8.8523	7.3875	0.0114		0.5224	0.5224		0.4806	0.4806		1,102.9781	1,102.9781	0.3567		1,111.8962

Total	**0.8617**	**8.8523**	**7.3875**	**0.0114**		**0.5224**	**0.5224**		**0.4806**	**0.4806**		**1,102.9781**	**1,102.9781**	**0.3567**		**1,111.8962**

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	0.0409	1.1699	0.3381	2.7800e-003	0.0704	5.5900e-003	0.0760	0.0203	5.3500e-003	0.0256		296.3940	296.3940	0.0198		296.8895
Worker	0.3219	0.2284	2.5264	7.0000e-003	0.7042	5.8900e-003	0.7101	0.1868	5.4200e-003	0.1922		697.6748	697.6748	0.0220		698.2246
Total	**0.3628**	**1.3982**	**2.8645**	**9.7800e-003**	**0.7746**	**0.0115**	**0.7861**	**0.2070**	**0.0108**	**0.2178**		**994.0688**	**994.0688**	**0.0418**		**995.1141**

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	0.8617	8.8523	7.3875	0.0114		0.5224	0.5224		0.4806	0.4806	0.0000	1,102.9781	1,102.9781	0.3567		1,111.8962
Total	**0.8617**	**8.8523**	**7.3875**	**0.0114**		**0.5224**	**0.5224**		**0.4806**	**0.4806**	**0.0000**	**1,102.9781**	**1,102.9781**	**0.3567**		**1,111.8962**

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	0.0409	1.1699	0.3381	2.7800e-003	0.0473	5.5900e-003	0.0529	0.0146	5.3500e-003	0.0200		296.3940	296.3940	0.0198		296.8895
Worker	0.3219	0.2284	2.5264	7.0000e-003	0.4226	5.8900e-003	0.4285	0.1176	5.4200e-003	0.1231		697.6748	697.6748	0.0220		698.2246
Total	**0.3628**	**1.3982**	**2.8645**	**9.7800e-003**	**0.4699**	**0.0115**	**0.4814**	**0.1322**	**0.0108**	**0.1430**		**994.0688**	**994.0688**	**0.0418**		**995.1141**

3.6 Building Construction - 2021

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	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117		1,103.2158	1,103.2158	0.3568		1,112.1358
Total	**0.7750**	**7.9850**	**7.2637**	**0.0114**		**0.4475**	**0.4475**		**0.4117**	**0.4117**		**1,103.2158**	**1,103.2158**	**0.3568**		**1,112.1358**

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	0.0351	1.0658	0.3089	2.7500e-003	0.0704	2.2500e-003	0.0727	0.0203	2.1600e-003	0.0224		294.0801	294.0801	0.0190		294.5547
Worker	0.3004	0.2055	2.3200	6.7800e-003	0.7042	5.6900e-003	0.7099	0.1868	5.2400e-003	0.1920		675.5182	675.5182	0.0199		676.0151
Total	**0.3355**	**1.2713**	**2.6289**	**9.5300e-003**	**0.7746**	**7.9400e-003**	**0.7826**	**0.2070**	**7.4000e-003**	**0.2144**		**969.5983**	**969.5983**	**0.0389**		**970.5698**

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	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117	0.0000	1,103.2158	1,103.2158	0.3568		1,112.1358
Total	**0.7750**	**7.9850**	**7.2637**	**0.0114**		**0.4475**	**0.4475**		**0.4117**	**0.4117**	**0.0000**	**1,103.2158**	**1,103.2158**	**0.3568**		**1,112.1358**

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	0.0351	1.0658	0.3089	2.7500e-003	0.0473	2.2500e-003	0.0496	0.0146	2.1600e-003	0.0168		294.0801	294.0801	0.0190		294.5547
Worker	0.3004	0.2055	2.3200	6.7800e-003	0.4226	5.6900e-003	0.4283	0.1176	5.2400e-003	0.1229		675.5182	675.5182	0.0199		676.0151
Total	**0.3355**	**1.2713**	**2.6289**	**9.5300e-003**	**0.4699**	**7.9400e-003**	**0.4779**	**0.1322**	**7.4000e-003**	**0.1396**		**969.5983**	**969.5983**	**0.0389**		**970.5698**

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	0.7022	3.5613	9.8209	0.0345	2.8813	0.0299	2.9111	0.7711	0.0279	0.7990		3,504.4132	3,504.4132	0.1880		3,509.1137
Unmitigated	0.7022	3.5613	9.8209	0.0345	2.8813	0.0299	2.9111	0.7711	0.0279	0.7990		3,504.4132	3,504.4132	0.1880		3,509.1137

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	28.56	28.56	28.56	109,863	109,863
Apartments Mid Rise	323.68	323.68	323.68	1,245,117	1,245,117
Enclosed Parking with Elevator	0.00	0.00	0.00		
Total	352.24	352.24	352.24	1,354,980	1,354,980

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.00	19.00	41.00	100	0	0
Apartments Mid Rise	14.70	5.90	8.70	40.00	19.00	41.00	100	0	0
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Apartments Mid Rise	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Enclosed Parking with Elevator	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0220	0.1879	0.0799	1.2000e-003		0.0152	0.0152		0.0152	0.0152		239.8061	239.8061	4.6000e-003	4.4000e-003	241.2311
NaturalGas Unmitigated	0.0220	0.1879	0.0799	1.2000e-003		0.0152	0.0152		0.0152	0.0152		239.8061	239.8061	4.6000e-003	4.4000e-003	241.2311

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	270.719	2.9200e-003	0.0250	0.0106	1.6000e-004		2.0200e-003	2.0200e-003		2.0200e-003	2.0200e-003		31.8493	31.8493	6.1000e-004	5.8000e-004	32.0386
Apartments Mid Rise	1767.63	0.0191	0.1629	0.0693	1.0400e-003		0.0132	0.0132		0.0132	0.0132		207.9567	207.9567	3.9900e-003	3.8100e-003	209.1925

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		**0.0220**	**0.1879**	**0.0799**	**1.2000e-003**		**0.0152**	**0.0152**		**0.0152**	**0.0152**		**239.8061**	**239.8061**	**4.6000e-003**	**4.3900e-003**	**241.2311**

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 Low Rise	0.270719	2.9200e-003	0.0250	0.0106	1.6000e-004		2.0200e-003	2.0200e-003		2.0200e-003	2.0200e-003		31.8493	31.8493	6.1000e-004	5.8000e-004	32.0386
Apartments Mid Rise	1.76763	0.0191	0.1629	0.0693	1.0400e-003		0.0132	0.0132		0.0132	0.0132		207.9567	207.9567	3.9900e-003	3.8100e-003	209.1925
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		**0.0220**	**0.1879**	**0.0799**	**1.2000e-003**		**0.0152**	**0.0152**		**0.0152**	**0.0152**		**239.8061**	**239.8061**	**4.6000e-003**	**4.3900e-003**	**241.2311**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.8571	0.0735	6.3707	3.4000e-004		0.0351	0.0351		0.0351	0.0351	0.0000	11.4477	11.4477	0.0111	0.0000	11.7255
Unmitigated	1.8571	0.0735	6.3707	3.4000e-004		0.0351	0.0351		0.0351	0.0351	0.0000	11.4477	11.4477	0.0111	0.0000	11.7255

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	0.1333					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.5306					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.1933	0.0735	6.3707	3.4000e-004		0.0351	0.0351		0.0351	0.0351		11.4477	11.4477	0.0111		11.7255
Total	**1.8571**	**0.0735**	**6.3707**	**3.4000e-004**		**0.0351**	**0.0351**		**0.0351**	**0.0351**	**0.0000**	**11.4477**	**11.4477**	**0.0111**	**0.0000**	**11.7255**

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	0.1333					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.5306					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.1933	0.0735	6.3707	3.4000e-004		0.0351	0.0351		0.0351	0.0351		11.4477	11.4477	0.0111		11.7255
Total	**1.8571**	**0.0735**	**6.3707**	**3.4000e-004**		**0.0351**	**0.0351**		**0.0351**	**0.0351**	**0.0000**	**11.4477**	**11.4477**	**0.0111**	**0.0000**	**11.7255**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

APPENDIX D

NOISE MODELING RESULTS

Noise Study

Prepared For:

2138-2150 Westwood Boulevard Project

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1.0 INTRODUCTION

1.1 PURPOSE

This report analyzes the potential noise and vibration impacts from the development of a 77-unit multi-family residential building at 2138-2150 Westwood Boulevard in the West Los Angeles Community Plan Area of the City of Los Angeles. The Project Site is bounded by Westwood Boulevard to the southwest, commercial development to the north and south, and single-family residences on Glendon Avenue to the northeast. Existing development at the site currently includes 13,663 square feet of commercial uses. All existing development would be demolished.

2.0 NOISE IMPACT ANALYSIS

NOISE -- Would the Project result in:

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? *Less Than Significant Impact.*

Introduction to Noise

Characteristics of Sound

Sound can be described in terms of its loudness (amplitude) and frequency (pitch). The standard unit of measurement for sound is the decibel, abbreviated dB. Because the human ear is not equally sensitive to sound at all frequencies, the A-weighted scale (dBA) is used to reflect the normal hearing sensitivity range of the human ear. On this scale, the range of human hearing extends from approximately 3 to 140 dBA. Table N-1 provides examples of A-weighted noise levels from common sources.

Noise Definitions

This noise analysis discusses sound levels in terms of Equivalent Noise Level (L_{eq}), maximum noise level (L_{max}), and Community Noise Equivalent Level (CNEL).

Equivalent Noise Level

L_{eq} represents the average noise level on an energy basis for a specific time period. Average noise level is based on the energy content (acoustic energy) of sound. For example, the L_{eq} for one hour is the energy average noise level during that hour. L_{eq} can be thought of as a continuous noise level of a certain period equivalent in energy content to a fluctuating noise level of that same period. L_{eq} is expressed in units of dBA.

Maximum Noise Level (L_{max})

L_{max} represents the maximum instantaneous noise level measured during a given time period.

TABLE N-1: A-WEIGHTED DECIBEL SCALE	
Typical A-Weighted Sound Levels	**Sound Level (dBA, L_{eq})**
Near Jet Engine	130
Rock and Roll Band	110
Jet Flyover at 1,000 Feet	100
Power Motor	90
Food Blender	80
Living Room Music	70
Human Voice at 3 Feet	60
Residential Air Conditioner at 50 Feet	50
Bird Calls	40
Quiet Living Room	30
Average Whisper	20
Rustling Leaves	10
Source: Cowan, James P., Handbook of Environmental Acoustics, 1993. These noise levels are approximations intended for general reference and informational use. They do not meet the standard required for detailed noise analysis, but are provided for the reader to gain a rudimentary concept of various noise levels.	

Community Noise Equivalent Level

CNEL is an adjusted noise measurement scale of average sound level during a 24-hour period. Due to increased noise sensitivities during evening and night hours, human reaction to sound between 7:00 P.M. and 10:00 P.M. is as if it were actually 5 dBA higher than had it occurred between 7:00 A.M. and 7:00 P.M. From 10:00 P.M. to 7:00 A.M., humans perceive sound as if it were 10 dBA higher. To account for these sensitivities, CNEL figures are obtained by adding an additional 5 dBA to evening noise levels between 7:00 P.M. and 10:00 P.M. and 10 dBA to nighttime noise levels between 10:00 P.M. and 7:00 A.M. Because of this, 24-hour CNEL figures are always higher than their corresponding actual 24-hour averages.

Noise Attenuation

Noise levels decrease as the distance from a noise source to receivers increases. For each doubling of distance, noise from stationary sources, commonly referred to as "point sources," can decrease by approximately 6 dBA over hard surfaces (e.g., reflective surfaces such as parking lots), and 7.5 dBA over soft surfaces (e.g., absorptive surfaces such as soft dirt and grass). For example, if a point source produces a noise level of 89 dBA at a reference distance of 50 feet and over an asphalt surface, its noise level would be approximately 83 dBA at a distance of 100 feet and 77 dBA at 200 feet. Noises generated by mobile sources decrease by approximately 3 dBA over hard surfaces and 4.5 dBA over soft surfaces for each doubling of distance.

Noise is most audible when traveling by direct line-of-sight, an unobstructed visual path between noise source and receptor. Barriers that break line of sight between sources and receivers, such as walls and buildings, can greatly reduce source noise levels, allowing noise to reach receivers by diffraction only. As a result, sound barriers can reduce source noise levels by up to 20 dBA, though it is infeasible for

temporary barriers to reduce noise levels by more than 15 dBA[1] The effectiveness of barriers can be greatly reduced when they are not high or long enough to completely break line of sight from sources to receivers.

It should be noted that because decibels are logarithmic units they cannot be simply added or subtracted. For example, two cars producing 60 dBA of noise each would not produce a combined 120 dBA.

Effects of Noise

The degree to which noise can impact an environment ranges from levels that interfere with speech and sleep to levels that can cause adverse health effects. Most human response to noise is subjective. Factors that influence individual responses include the intensity, frequency, and pattern of noise; the amount of background noise present; and the nature of work or human activity exposed to intruding noise.

According to the National Institute of Health (NIH), extended or repeated exposure to sounds at or above 85 dB can cause hearing loss. Sounds of 75 dBA or less, even after continuous exposure, are unlikely to cause hearing loss.[2] The World Health Organization (WHO) reports that adults should not be exposed to sudden "impulse" noise events of 140 dB or greater. For children, this limit is 120 dB.[3]

Exposure to elevated nighttime noise levels can disrupt sleep, leading to increased levels of fatigue and decreased work or school performance. For the preservation of healthy sleeping environments, the WHO recommends that continuous interior noise levels not exceed 30 dBA L_{eq}, and that individual noise events of 45 dBA or higher be limited.[4] Assuming a conservative exterior to interior sound reduction of 15 dBA, continuous exterior noise levels should therefore not exceed 45 dBA L_{eq}. Individual exterior events of 60 dBA or higher should also be limited.

Some epidemiological studies have shown a weak association between long-term exposure to noise levels of 65-70 dBA L_{eq} and cardiovascular effects including ischemic heart disease and hypertension. However, at this time, data regarding their relationship is largely inconclusive.

People with normal hearing sensitivity can recognize small perceptible changes in sound levels of approximately 3 dBA. Changes of at least 5 dBA can be readily noticeable and may cause community reactions. Sound level increases of 10 dBA or greater are perceived as a doubling in loudness and can provoke a community response.[5] However, few people are highly annoyed at noise levels below 55 dBA L_{eq}.[6]

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1 California Department of Transportation, Technical Noise Supplement to the Traffic Noise Analysis Protocol, September 2013.

2 National Institute on Deafness and Other Communication, www.nidcd.nih.gov/health/noise-induced-hearing-loss.

3 World Health Organization, Guidelines for Community Noise, 1999.

4 Ibid.

5 Federal Transit Administration, Transit Noise and Vibration Impact Assessment, 2006.

6 World Health Organization, Guidelines for Community Noise, 1999.

Regulatory Framework

Federal

Currently, no federal noise standards regulate environmental noise associated with short-term construction activities or the long-term operations of development projects. As such, temporary and long-term noise impacts produced by the Project would be largely regulated by and evaluated by State and City of Los Angeles standards designed to protect public well-being and health.

State

State of California 2017 General Plan Guidelines

The State's 2017 General Plan Guidelines establish county and city standards for acceptable exterior noise levels based on land use. These standards are incorporated into land use planning processes to prevent or reduce noise and land use incompatibilities. Table N-2 illustrates State compatibility considerations between various land uses and exterior noise levels.

City of Los Angeles

Los Angeles General Plan Noise Element

The City of Los Angeles General Plan includes a Noise Element that contains policies and standards to guide the control of noise to protect residents, workers, and visitors. Its primary goal is to regulate long-term noise impacts that preserve acceptable noise environments for all types of land uses. However, the Noise Element contains no quantitative or other thresholds of significance for evaluating a proposed project's noise impacts. Instead, it adopts the State's guidance on noise and land use compatibility, shown in Table 12-2, "to help guide determination of appropriate land use and mitigation measures vis-à-vis existing or anticipated ambient noise levels."

Los Angeles Municipal Code

The City of Los Angeles Municipal Code (LAMC) contains regulations that would apply to the Project's temporary construction activities and long-term operations. Section 41.40(a) would prohibit Project construction activities between 9:00 P.M. and 7:00 A.M., Monday through Friday. Subdivision (c), below, would further prohibit such activities before 8:00 A.M. or after 6:00 P.M. on any Saturday, or on any Sunday or national holiday.

TABLE N-2: STATE OF CALIFORNIA NOISE/LAND USE COMPATIBILITY MATRIX

Land Use Category	Community Noise Exposure (dB, L_{dn} or CNEL)						
	55	60	65	70	75	80	
Residential - Low Density Single-Family, Duplex, Mobile Homes							
Residential - Multi-Family							
Transient Lodging - Motels Hotels							
Schools, Libraries, Churches, Hospitals, Nursing Homes							
Auditoriums, Concert Halls, Amphitheaters							
Sports Arena, Outdoor Spectator Sports							
Playgrounds, Neighborhood Parks							
Golf Courses, Riding Stables, Water Recreation, Cemeteries							
Office Buildings, Business Commercial and Professional							
Industrial, Manufacturing, Utilities, Agriculture							

Normally Acceptable - Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.

Conditionally Acceptable - New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply system or air conditioning will normally suffice.

Normally Unacceptable - New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

Clearly Unacceptable - New construction or development should generally not be undertaken.

Source: California Office of Planning and Research, General Plan Guidelines - Noise Element Guidelines (Appendix D), Figure 2; 2017.

SEC.41.40. NOISE DUE TO CONSTRUCTION, EXCAVATION WORK—WHEN PROHIBITED

(a) No person shall, between the hours of 9:00 P.M. and 7:00 A.M. of the following day, perform any construction or repair work of any kind upon, or any excavating for, any building or structure, where any of the foregoing entails the use of any power drive drill, riveting machine, excavator or any other machine, tool, device or equipment which makes loud noises to the disturbance of persons occupying sleeping quarters in any dwelling hotel or apartment or other place of residence. In addition, the operation, repair or servicing of construction equipment and the job-site delivering of construction materials in such areas shall be prohibited during the hours herein specified. Any person who knowingly and willfully violates the foregoing provision shall be deemed guilty of a misdemeanor punishable as elsewhere provided in this Code.

(c) No person, other than an individual homeowner engaged in the repair or construction of his single-family dwelling shall perform any construction or repair work of any kind upon, or any earth grading for, any building or structure located on land developed with residential buildings under the provisions of Chapter I of this Code, or perform such work within 500 feet of land so occupied, before 8:00 A.M. or after 6:00 P.M. on any Saturday or national holiday nor at any time on any Sunday. In addition, the operation, repair, or servicing of construction equipment and the job-site delivering of construction materials in such areas shall be prohibited on Saturdays and on Sundays during the hours herein specific…

Section 112.05 of the LAMC establishes noise limits for powered equipment and hand tools operated within 500 feet of residential zones. Of particular importance to the Project would be subdivision (a), which institutes a maximum noise limit of 75 dBA at 50 feet for the types of construction vehicles and equipment that would be likely used for the Project's construction. However, the LAMC notes that these limitations would not necessarily apply if proven that the Project's compliance would be technically infeasible despite the use of noise-reducing means or methods.

SEC. 112.05. MAXIMUM NOISE LEVEL OF POWERED EQUIPMENT OR POWERED HAND TOOLS
Between the hours of 7:00 A.M. and 10:00 P.M., in any residential zone of the City or within 500 feet thereof, no person shall operate or cause to be operated any powered equipment or powered hand tool that produces a maximum noise level exceeding the following noise limits at a distance of 50 feet therefrom:

(a) 75 dBA for construction, industrial, and agricultural machinery including crawler-tractors, dozers, rotary drills and augers, loaders, power shovels, cranes, derricks, motor graders, paving machines, off-highway trucks, ditchers, trenchers, compactors, scrapers, wagons, pavement breakers, compressors and pneumatic or other powered equipment;

(b) 75 dBA for powered equipment of 20 HP or less intended for infrequent use in residential areas, including chain saws, log chippers and powered hand tools;

(c) 65 dBA for powered equipment intended for repetitive use in residential areas, including lawn mowers, backpack blowers, small lawn and garden tools and riding tractors.

Said noise limitations shall not apply where compliance therewith is technically infeasible. The burden of proving that compliance is technically infeasible shall be upon the person or persons charged with a violation of this section. Technical infeasibility shall mean that said noise limitations cannot be complied with despite the use of mufflers, shields, sound barriers and/or other noise reduction device or techniques during the operation of the equipment.

Section 112.01 of the LAMC would prohibit any amplified noises, especially those from outdoor sources (e.g., outdoor speakers, stereo systems) from exceeding the ambient noise levels of adjacent properties by more than 5 dBA. Any amplified noises would also be prohibited from being audible at any distance greater than 150 feet from the Project's property line as the Project is located within 500 feet of residential zones.

> *SEC.112.01. RADIOS, TELEVISION SETS, AND SIMILAR DEVICES*
>
> *(a) It shall be unlawful for any person within any zone of the City to use or operate any radio, musical instrument, phonograph, television receiver, or other machine or device for the producing, reproducing or amplification of the human voice, music, or any other sound, in such a manner, as to disturb the peace, quiet, and comfort of neighbor occupants or any reasonable person residing or working in the area.*
>
> *(b) Any noise level caused by such use or operation which is audible to the human ear at a distance in excess of 150 feet from the property line of the noise source, within any residential zone of the City or within 500 feet thereof, shall be a violation of the provisions of this section.*
>
> *(c) Any noise level caused by such use or operation which exceeds the ambient noise level on the premises of any other occupied property, or if a condominium, apartment house, duplex, or attached business, within any adjoining unit, by more than five (5) decibels shall be a violation of the provisions of this section.*

Section 112.02(a), below, would prevent Project HVAC systems and other mechanical equipment from elevating ambient noise levels at neighboring residences by more than 5 dBA.

> *SEC.112.02. AIR CONDITIONING, REFRIGERATION, HEATING, PLUMBING, FILTERING EQUIPMENT*
>
> *(a) It shall be unlawful for any person, within any zone of the city, to operate any air conditioning, refrigeration or heating equipment for any residence or other structure or to operate any pumping, filtering or heating equipment for any pool or reservoir in such manner as to create any noise which would cause the noise level on the premises of any other occupied property … to exceed the ambient noise level by more than five decibels.*

Thresholds of Significance

Based on guidelines from the City of Los Angeles City Department of Planning, the noise and vibration impacts of the Proposed Project would be considered significant if:

- Construction noise exceeds the 75 dBA at 50 feet maximum noise level limit for powered equipment established by Section 112.05 of the LAMC. This regulation applies to the on-site operations of powered construction equipment and not to road-legal trucks operating on public rights-of-way.

- Project operations would cause ambient noise levels at off-site locations to increase by 3 dBA CNEL or more to or within "normally unacceptable" or "clearly unacceptable" noise/land use

compatibility categories, as defined by the State's 2017 General Plan Guidelines (see Table N-2), or would cause any 5 dBA or greater noise increase.[7]

- Construction or operation of the Project would exceed Peak Particle Velocity (PPV) thresholds established by the Federal Transit Administration (FTA) for damage to buildings and structures (see Table N-9).

Construction Noise

Project Overview

The Project proposes a 77-unit multi-family residential building to be located at 2138-2150 Westwood Boulevard. It would include 42 parking spaces in two parking levels. Construction would take approximately 20 months.

Existing Conditions

The Project Site currently contains commercial uses and surface parking that generate nominal noise levels from occasional auto-related activities such as doors slamming and engines starting.

Land uses sensitive to noise include residences, transient lodgings, schools, libraries, churches, hospitals, nursing homes, auditoriums, concert halls, amphitheaters, playgrounds, and parks. Local receptors include but are not limited to the following:

- Glendon Avenue Residences: This receptor consists of single-family homes located in the 2100 block of Glendon Avenue, directly east of the Project Site. The rear of residences are as close as 50 feet from the Project Site's northerly property lines.

Other noise-sensitive receptors are located at a greater distance from the Project and would experience lesser impacts than those listed above.

On December 4, 2018, DKA Planning took a short-term noise reading near the Project Site along Westwood Boulevard and Glendon Avenue to determine the ambient noise conditions of the neighborhood. As shown in Table N-3, noise levels along Westwood Boulevard are elevated, consistent with traffic volumes and flow along this major roadway. Noise levels along Glendon Avenue are consistent with residential streets that are near major roadways such as Westwood Boulevard and Olympic Boulevard. Noise levels at Glendon Avenue Residences, particularly at the Project-facing (west) facades of these residences, likely vary according to the degree each residence is shielded from Westwood Boulevard traffic noise, whether by the presence of intervening buildings or backyard walls or fences.

[7] As a 3 dBA increase represents a slightly noticeable change in noise level, this threshold considers any increase in ambient noise levels to or within a land use's "normally unacceptable" or "clearly unacceptable" noise/land use compatibility categories to be significant so long as the noise level increase can be considered barely perceptible. In instances where the noise level increase would not necessarily result in "normally unacceptable" or "clearly unacceptable" noise/land use compatibility, a readily noticeable 5 dBA increase is still considered to be significant. Increases less than 3 dBA are unlikely to result in noticeably louder ambient noise conditions and would therefore be considered less than significant.

TABLE N-3: EXISTING AMBIENT NOISE LEVELS	
Noise Monitoring Location	**Existing Ambient Noise Level (dBA L_{eq})**
1. Westwood Blvd. – Near Project Site	69.8
2. Glendon Ave. – E of Project Site	60.1
Source: DKA Planning, 2018	

Regulated Noise Sources – LAMC Section 41.40 and 112.05

Proposed construction would generate noise during the roughly 20 months of site preparation, excavation/grading, building construction, site renovations, and application of architectural coatings. During all construction phases, noise-generating activities could occur at the Project site between the hours of 7:00 A.M. and 9:00 P.M. Monday through Friday, in accordance with Section 41.40(a) of the LAMC. On Saturdays, construction would be permitted to occur between 8:00 A.M. and 6:00 P.M. The Project would require heavy equipment such as excavators, backhoes, and other various dozer-type vehicles. Smaller equipment such as forklifts, generators, and various powered hand tools would also be utilized. Off-site secondary noises would be generated by sources such as construction worker vehicles, vendor deliveries, and haul trucks.

Regulatory compliance with LAMC Section 112.05 would ultimately limit any noise levels from powered construction equipment to 75 dBA or below, as the Project site is located within 500 feet of residential zones. Standard, industry-wide "best practices" for construction in urban or otherwise noise-sensitive areas would ensure the Project's construction noise does not exceed the City's 75 dBA threshold of significance. "Best practices" utilized by the Project would include erecting temporary noise barriers around the Project's perimeter and warming-up or staging equipment away from sensitive receptors. Utilizing these industry standard best practices would ensure that the Project's powered equipment noise levels do not exceed the maximum 75 dBA limit at 50 feet of distance established by LAMC Section 112.05 (Table N-4). As discussed earlier, the City of Los Angeles Department of Planning recommends that LAMC Section 112.05 be used as a threshold of significance for construction noise. Therefore, because the Project would comply fully with LAMC Section 112.05, its construction noise impact would subsequently be considered **less than significant**.

TABLE N-4: CONSTRUCTION NOISE LEVELS			
Noise Source	**Noise Level (dBA, L_{max})[1]**		**Significant?**
	Reference	**With Best Practices**	
Backhoe	77.6	67.6	No
Dozer	81.7	71.7	No
Excavator	80.7	70.7	No
Front End Loader	79.1	69.1	No
Gradall	83.4	73.4	No
Grader	85.0	75.0	No

[1] Noise levels derived from the Federal Highway Administration's Roadway Construction Noise Model, version 1.1 (FHWA RCNM 1.1).

With regard to off-site construction-related noise impacts, Section 112.05 of the LAMC does not regulate noise levels from road legal trucks, such as delivery vehicles, concrete mixing trucks, pumping trucks, and haul trucks. However, the operation of these vehicles would still comply with the construction restrictions set forth by Section 41.40 of the LAMC. Haul trucks in particular would access the regional freeway system immediately via Westwood Boulevard and other arterial roadways and designated truck routes, eliminating travel on quieter residential streets that would be more susceptible to pronounced noise increases from haul trucks. On major roadways such as these, Project haul trucks would not be capable of substantially raising noise levels as they would represent a small fraction of overall traffic. As a result, the Project's off-site construction noise impact from haul trucks would be considered **less than significant**.

Mitigation Measures

None required.

Operational Noise

On-Site Noise Sources

During Project operations, the development would produce noise from both on- and off-site sources. The direct on-site sources would include the following:

Mechanical Equipment

Regulatory compliance with LAMC Sec.112.02 would ultimately ensure that noises from sources such as heating, air conditioning, and ventilation systems not increase ambient noise levels at neighboring occupied properties by more than 5 dBA. Given this regulation, the relatively quiet operation of modern HVAC systems, and the Project's location along a major roadway, it is unlikely that the Project's HVAC systems would be capable of increasing off-site noise levels by a noticeable degree.

Auto-Related Activities

The Project would include 42 parking spaces in two parking levels. As parking areas would be contained entirely within the Project's building envelope, auto-related noises such as doors slamming or engines starting would be substantially attenuated. Such intermittent, impulse noise events would have a nominal effect on surrounding ambient noise levels, especially given the Project's location along a major roadway. It should also be noted that the Project Site's existing use includes a surface parking lot. The Project could result in a decrease of auto-related noises by removing this surface parking lot and locating new parking spaces within covered and contained parking levels.

Residential Land Uses

Noise from recurrent activities (e.g., conversation, consumer electronics, dog barking) and non-recurrent activities (e.g., social gatherings) would elevate ambient noise levels to differing degrees. The City's noise ordinance would provide a means to address nuisances related to intrusive residential noises. Normal and reasonable use of the Project's community and private

open space areas would not be expected to generate a substantial amount of noise. Noise from speech and conversation generally does not exceed approximately 65 dBA at a reference distance of one meter. These noises attenuate rapidly and would not be capable of elevating surrounding ambient noise levels by more than a nominal degree.

The impact potential of these on-site operational noise sources would be considered **less than significant**.

Off-Site Noise Sources

The majority of the Project's operational noise impacts would be from off-site mobile sources associated with its net new daily vehicle trips. On a typical weekday, the Project is forecast to generate an estimated 353 net new daily trips, including 24 net new A.M. peak hour trips and 31 net new P.M. peak hour trips.[8] The noise impact of these vehicle trips was modeled using the Federal Highway Administration's (FHWA) Traffic Noise Model 2.5 (TNM 2.5). This noise prediction software uses traffic volumes, vehicle mix, average speeds, roadway geometry, and other inputs to calculate average noise levels along inputted roadway segments. For this analysis, an existing year (2018) no project scenario was compared to an existing year with project scenario. As shown in Tables N-5 through N-8, Project-related traffic would have a nominal impact on roadside ambient noise levels in the Project's vicinity. 24-hour CNEL impacts would similarly be negligible. This impact would be considered **less than significant**.

TABLE N-5: EXISTING + PROJECT A.M. PEAK HOUR MOBILE SOURCE NOISE LEVELS

Roadway Segment	Side of Roadway	Estimated dBA, L_{eq} 1hr			
		No Project (2018)	With Project (2018)	Project Change	Significant Impact?
Westwood Blvd., S of Olympic Blvd.	E	69.2	69.2	0.0	No
	W	68.3	68.4	0.1	No
Olympic Blvd., W of Westwood Blvd.	N	72.6	72.6	0.0	No
	S	73.0	73.0	0.0	No

Source: DKA Planning, 2018.

TABLE N-6: EXISTING + PROJECT P.M. PEAK HOUR MOBILE SOURCE NOISE LEVELS

Roadway Segment	Side of Roadway	Estimated dBA, L_{eq} 1hr			
		No Project (2018)	With Project (2018)	Project Change	Significant Impact?
Westwood Blvd., S of Olympic Blvd.	E	70.2	70.2	0.0	No
	W	70.4	70.4	0.0	No
Olympic Blvd., W of Westwood Blvd.	N	72.2	72.2	0.0	No
	S	72.4	72.4	0.0	No

Source: DKA Planning, 2018.

[8] Overland Traffic Consultants, 2138-50 Westwood Boulevard Traffic Impact Study, November 2018.

TABLE N-7: FUTURE + PROJECT A.M. PEAK HOUR MOBILE SOURCE NOISE LEVELS						
		Estimated dBA, L_{eq} 1hr				
Roadway Segment	Side of Roadway	Existing (2018)	No Project (2021)	With Project (2021)	Total Change	Significant Impact?
Westwood Blvd., S of Olympic Blvd.	E	69.2	69.8	69.8	0.6	No
	W	68.3	69.0	69.0	0.7	No
Olympic Blvd., W of Westwood Blvd.	N	70.2	73.1	73.1	2.9	No
	S	70.4	73.6	73.6	3.2	No
Source: DKA Planning, 2018.						

TABLE N-8: FUTURE + PROJECT P.M. PEAK HOUR MOBILE SOURCE NOISE LEVELS						
		Estimated dBA, L_{eq} 1hr				
Roadway Segment	Side of Roadway	Existing (2018)	No Project (2021)	With Project (2021)	Total Change	Significant Impact?
Westwood Blvd., S of Olympic Blvd.	E	70.2	70.5	70.5	0.3	No
	W	70.4	70.6	70.7	0.3	No
Olympic Blvd., W of Westwood Blvd.	N	72.2	72.8	72.8	0.7	No
	S	72.4	72.9	72.9	0.5	No
Source: DKA Planning, 2018.						

The majority of the Project's long-term noise impacts would also result from traffic traveling to and from the Project. This, the addition of future traffic from any other new developments in the Project area, and overall ambient traffic growth would elevate ambient noise levels surrounding local roadways. However, the Project's individual contribution to permanent off-site ambient noise levels would also be nominal. Though future roadside peak hour ambient noise levels could increase by as much as 3.2 dBA along Olympic Boulevard, west of Westwood Boulevard, during the A.M. peak hour, the Project's contribution to this increase would be negligible. In fact, the Project is projected to add no more than four vehicle trips per hour to this roadway segment that currently experiences over 4,000 trips per hour. As a result, the Project's cumulative operational noise impact would be considered **less than significant.**

Mitigation Measures

None required.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? *Less Than Significant Impact.*

Introduction to Vibration

Characteristics of Vibration

Vibration is an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, and acceleration. Unlike noise, vibration is not a common environmental problem, as it is unusual for vibration from vehicle sources to be perceptible. Common sources of vibration include trains, construction activities, and certain industrial operations.

Vibration Definitions

This noise analysis discusses vibration in terms of Peak Particle Velocity (PPV).

Peak Particle Velocity

PPV is commonly used to describe and quantify vibration impacts to buildings and other structures. PPV levels represent the maximum instantaneous peak of a vibration signal and are usually measured in inches per second.[9]

Effects of Vibration

High levels of vibration may cause physical personal injury or damage to buildings. However, ground-borne vibration levels rarely affect human health. Instead, most people consider ground-borne vibration to be an annoyance that can disrupt concentration or disturb sleep. Ground-borne vibration can also interfere with certain types of highly sensitive equipment and machines, especially imaging devices used in medical laboratories.

Perceptible Vibration Changes

Unlike noise, ground-borne vibration is not an environmental issue that most people experience every day. Background vibration levels in residential areas are usually well below the threshold of perception for humans, approximately 0.01 inches per second.[10] Perceptible indoor vibrations are most often caused by sources within buildings themselves, such as slamming doors or heavy footsteps. Common outdoor sources of ground-borne vibration include construction equipment, trains, and traffic on rough or unpaved roads. Traffic vibration from smooth and well-maintained roads is typically not perceptible.

Regulatory Framework

For the evaluation of construction-related vibration impacts, FTA guidelines and recommendations are used given the absence of applicable federal, County, and City standards specific to temporary construction activities.

Federal Transit Administration (FTA)

Though not regulatory in nature, the FTA has established vibration impact criteria as it relates to potential building and structural damages, as these are the foremost concern when evaluating the impacts of construction-related vibrations. Table N-9 summarizes the FTA's vibration guidelines for building and structural damage.

[9] California Department of Transportation, Transportation and Construction Vibration Guidance Manual, September 2013.

[10] Ibid.

TABLE N-9: FTA CONSTRUCTION VIBRATION DAMAGE CRITERIA	
Building Category	**PPV (in/sec)**
I. Reinforced concrete, steel or timber (no plaster)	0.5
II. Engineered concrete and masonry (no plaster)	0.3
III. Non-engineered timber and masonry buildings	0.2
IV. Buildings extremely susceptible to vibration damage	0.12
Source: Federal Transit Administration, 2006.	

Construction Vibration Impacts

As shown in Table N-4, construction of the Project would require heavy-duty earthmoving equipment that would be capable of generating vibration levels of 0.089 inches per second PPV at a reference distance of 25 feet. Other construction vehicles, equipment, and practices would have lesser impacts. Table N-10 shows the Project's projected construction vibration impacts at the nearest off-site structures. No receptor would experience potentially damaging levels of groundborne vibration from the Project's construction activities. More distant structures would experience lesser impacts. As a result, the Project's construction vibration impacts would be considered **less than significant**.

TABLE N-10: BUILDING DAMAGE VIBRATION LEVELS AT OFF-SITE STRUCTURES – UNMITIGATED					
Off-Site Structures	**Distance to Project Site (ft.)**	**Condition**	**Significant Criteria (in/sec)**	**Impact (in/sec)**	**Significant?**
Glendon Avenue Residences – Accessory Structures	15	III. Non-engineered timber and masonry	0.2	0.191	No
Glendon Avenue Residences – Homes	50	I. Reinforced concrete, steel or timber	0.5	0.031	No
Westwood Boulevard Commercial Buildings	10	I. Reinforced concrete, steel or timber	0.5	0.352	No
Source: DKA Planning 2018.					

Operational Vibration Impacts

Existing Conditions

The Project Site is currently developed with a commercial building that contains no significant sources of groundborne vibration, such as heavy equipment or industrial operations. Vehicles traveling to and from the site generate minimal levels of groundborne vibration that are generally below levels of human perception.

Operational Vibration

During Project operations, there would also be no significant stationary sources of ground-borne vibration, such as heavy equipment or industrial operations. Minimal levels of operational ground-borne vibration in the Project's vicinity would be generated by its related vehicle travel on local roadways, but most vibrations from road vehicles are imperceptible. As a result, the Project's long-term vibration impacts would be considered **less than significant**.

c) A substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project? *Less Than Significant Impact.*

The Project's potential to result in a substantial permanent increase in ambient noise levels due to its on- and off-site operational noise sources is discussed in response to checklist question (a). The Project was determined to have a **less than significant** impact in this regard.

d) A substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project? *Less Than Significant Impact.*

The Project's potential to result in a substantial temporary or periodic increase in ambient noise levels due to its on- and off-site construction noise sources is also discussed in response to checklist question (a). The Project was determined to have a **less than significant** impact in this regard.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels? *No Impact.*

Though the Project Site is located approximately 1.5 miles northwest of the Santa Monica Municipal Airport, it is not located within an airport land use plan, nor is it located within the extent of the airport's 65 CNEL influence area. As a result, the Project would not expose people residing or working in the Project area to excessive noise levels from aircraft.[11]

f) For a project within the vicinity of a private airstrip, would the Project expose people residing or working in the Project area to excessive noise levels? *No Impact.*

The Project Site is not located within the vicinity of a private airstrip. As a result, this criterion is not applicable to this Project, which would have **no impact** on people residing or working in the Project area.

[11] Planning.lacounty.gov/aluc/airports, Airport Land Use Commission (ALUC) GIS Interactive Map (A-NET), accessed December 10,2018.

NOISE STUDY APPENDIX



DKA Planning

NOISE RECEPTOR & MONITORING LOCATION MAP
2138-2150 Westwood Boulevard Project
Imagery via Google

1. Westwood Boulevard
Noise Report

12/4/2018

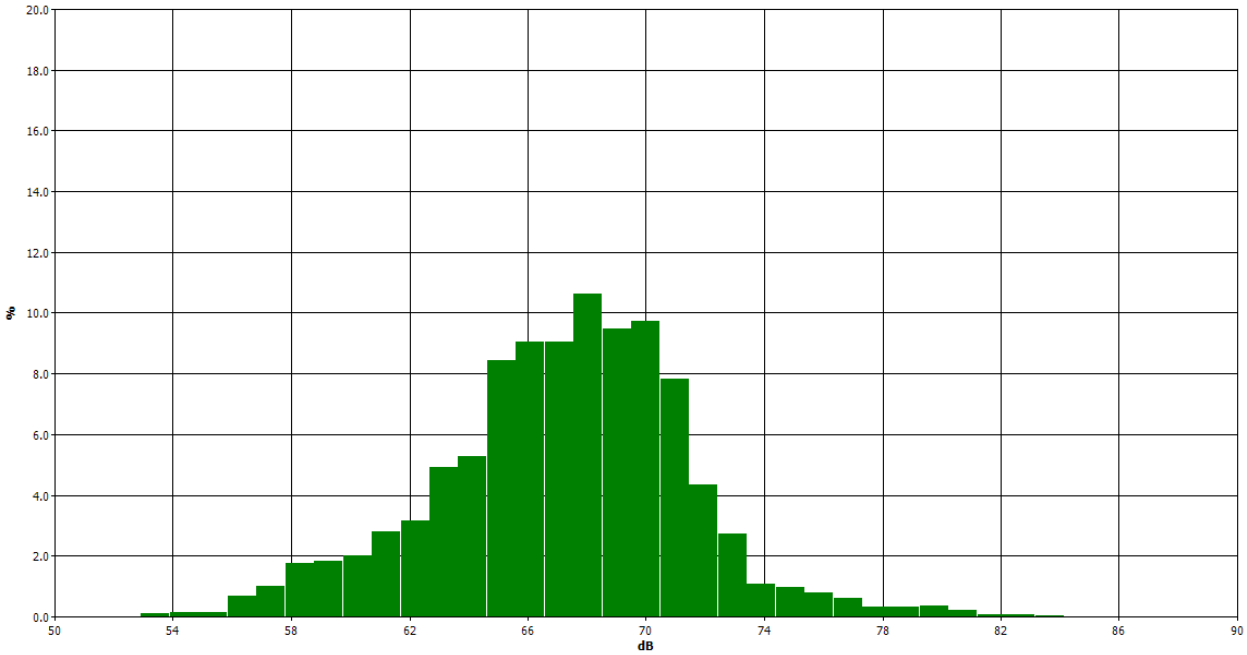
Information Panel

Name	S688_BIJ050019_10122018_111632
Start Time	Tuesday, December 4, 2018, 10:45am
Stop Time	Tuesday, December 4, 2018, 11:00am
Device Model Type	SoundPro DL

General Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	69.8dB	Exchange Rate	1	3dB
Weighting	1	A	Response	1	SLOW
Bandwidth	1	OFF	Exchange Rate	2	3dB
Weighting	2	C	Response	2	SLOW

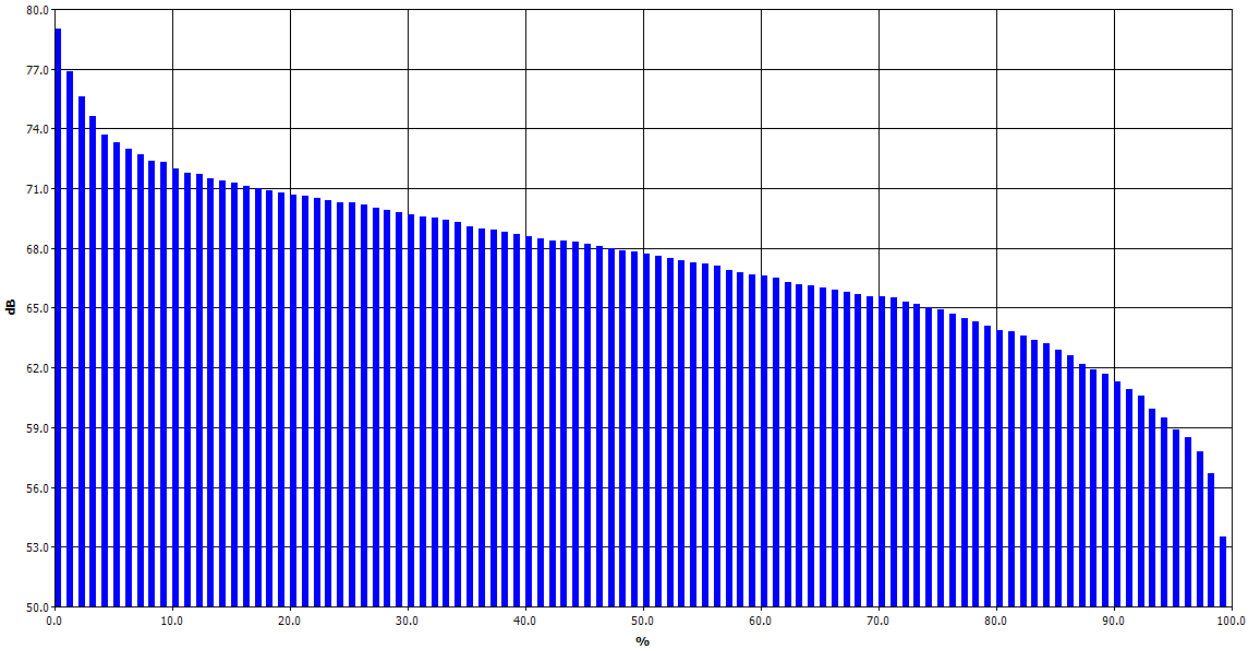
Statistics Chart



Statistics Table

dB	0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	%
50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
52	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
53	0.00	0.00	0.00	0.00	0.00	0.00	0.03	0.03	0.01	0.02	0.10
54	0.02	0.02	0.02	0.01	0.01	0.02	0.01	0.01	0.01	0.01	0.14
55	0.01	0.01	0.01	0.03	0.01	0.02	0.03	0.02	0.01	0.02	0.16
56	0.02	0.05	0.08	0.09	0.05	0.06	0.10	0.11	0.07	0.06	0.69
57	0.06	0.05	0.05	0.03	0.08	0.13	0.12	0.16	0.20	0.14	1.02
58	0.12	0.13	0.12	0.10	0.18	0.19	0.26	0.29	0.19	0.19	1.77
59	0.21	0.18	0.18	0.13	0.14	0.18	0.25	0.25	0.17	0.16	1.85
60	0.28	0.17	0.16	0.15	0.13	0.15	0.17	0.23	0.30	0.27	2.01
61	0.32	0.35	0.22	0.22	0.38	0.28	0.24	0.24	0.23	0.32	2.81
62	0.51	0.46	0.26	0.25	0.33	0.26	0.21	0.24	0.29	0.35	3.15
63	0.56	0.42	0.31	0.40	0.36	0.53	0.51	0.51	0.71	0.62	4.93
64	0.50	0.46	0.56	0.60	0.59	0.45	0.40	0.52	0.58	0.62	5.28
65	0.52	0.65	0.75	0.47	0.72	0.79	1.17	1.09	1.09	1.20	8.44
66	1.08	0.89	0.97	0.98	0.85	0.82	0.94	0.78	0.85	0.91	9.06
67	0.74	0.75	0.89	0.86	0.81	0.82	1.11	0.87	1.06	1.12	9.03
68	1.02	1.10	1.31	0.97	1.08	1.11	1.16	1.00	0.93	0.95	10.64
69	1.10	1.02	0.83	0.81	0.85	0.91	0.89	0.91	1.21	0.94	9.48
70	0.77	0.77	0.82	1.03	1.18	0.94	1.08	1.17	0.90	1.07	9.72
71	0.90	0.96	0.98	0.66	0.83	0.92	0.72	0.70	0.67	0.48	7.82
72	0.42	0.54	0.49	0.43	0.53	0.49	0.34	0.33	0.41	0.38	4.36
73	0.48	0.51	0.25	0.26	0.30	0.26	0.17	0.16	0.18	0.16	2.71
74	0.12	0.14	0.16	0.08	0.11	0.10	0.07	0.09	0.12	0.10	1.09
75	0.10	0.11	0.10	0.08	0.08	0.09	0.12	0.07	0.08	0.12	0.95
76	0.11	0.08	0.10	0.12	0.08	0.07	0.06	0.06	0.06	0.06	0.78
77	0.06	0.06	0.06	0.05	0.08	0.06	0.05	0.06	0.08	0.05	0.61
78	0.06	0.02	0.03	0.03	0.03	0.03	0.04	0.03	0.04	0.03	0.34
79	0.03	0.04	0.03	0.03	0.04	0.03	0.03	0.03	0.03	0.03	0.32
80	0.04	0.04	0.03	0.03	0.04	0.05	0.03	0.03	0.03	0.03	0.35
81	0.04	0.03	0.02	0.05	0.02	0.01	0.01	0.01	0.00	0.01	0.21
82	0.01	0.00	0.01	0.00	0.01	0.01	0.01	0.01	0.01	0.01	0.06
83	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.07
84	0.01	0.01	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.04
85	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
86	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
87	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
88	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
89	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
90	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

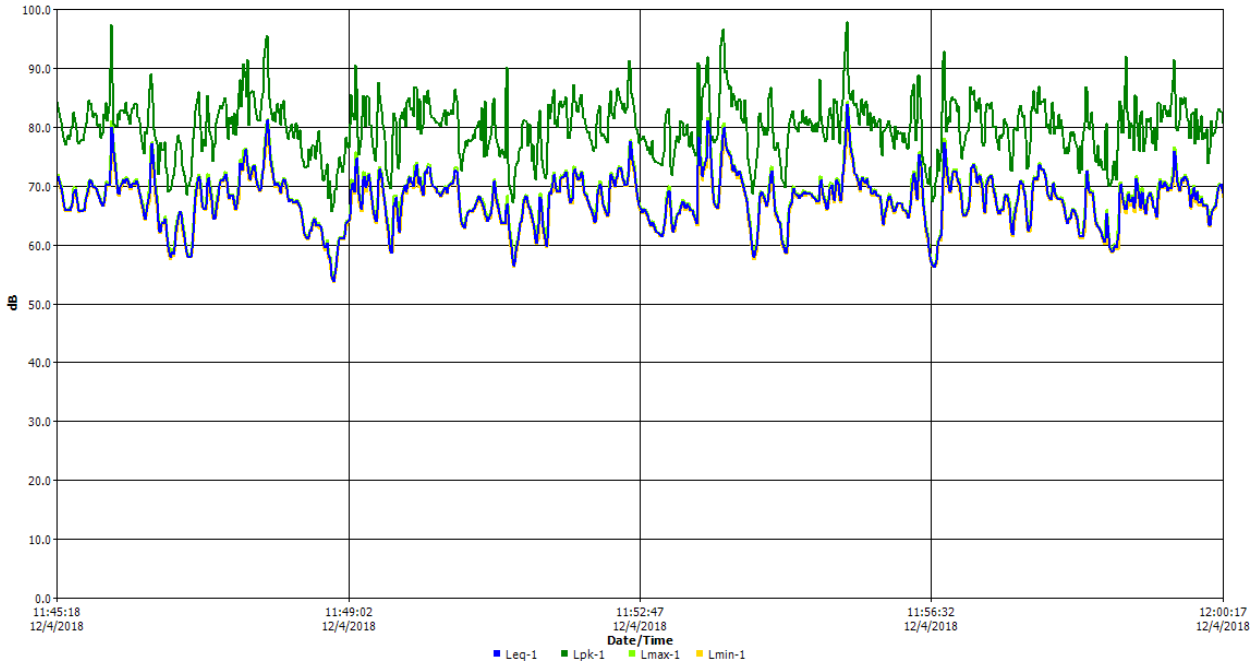
Exceedance Chart



Exceedance Table

	0%	1%	2%	3%	4%	5%	6%	7%	8%	9%
0%		79	76.9	75.6	74.6	73.7	73.3	73	72.7	72.4
10%	72.3	72	71.8	71.7	71.5	71.4	71.3	71.1	71	70.9
20%	70.8	70.7	70.6	70.5	70.4	70.3	70.3	70.2	70	69.9
30%	69.8	69.7	69.6	69.5	69.4	69.3	69.1	69	68.9	68.8
40%	68.7	68.6	68.5	68.4	68.4	68.3	68.2	68.1	68	67.9
50%	67.8	67.7	67.6	67.5	67.4	67.3	67.2	67.1	66.9	66.8
60%	66.7	66.6	66.5	66.3	66.2	66.1	66	65.9	65.8	65.7
70%	65.6	65.6	65.5	65.3	65.2	65	64.9	64.7	64.5	64.3
80%	64.1	63.9	63.8	63.6	63.4	63.2	62.9	62.6	62.2	61.9
90%	61.7	61.3	60.9	60.6	59.9	59.5	58.9	58.5	57.8	56.7
100%	53.5									

Logged Data Chart



2. Glendon Avenue
Noise Report

12/4/2018

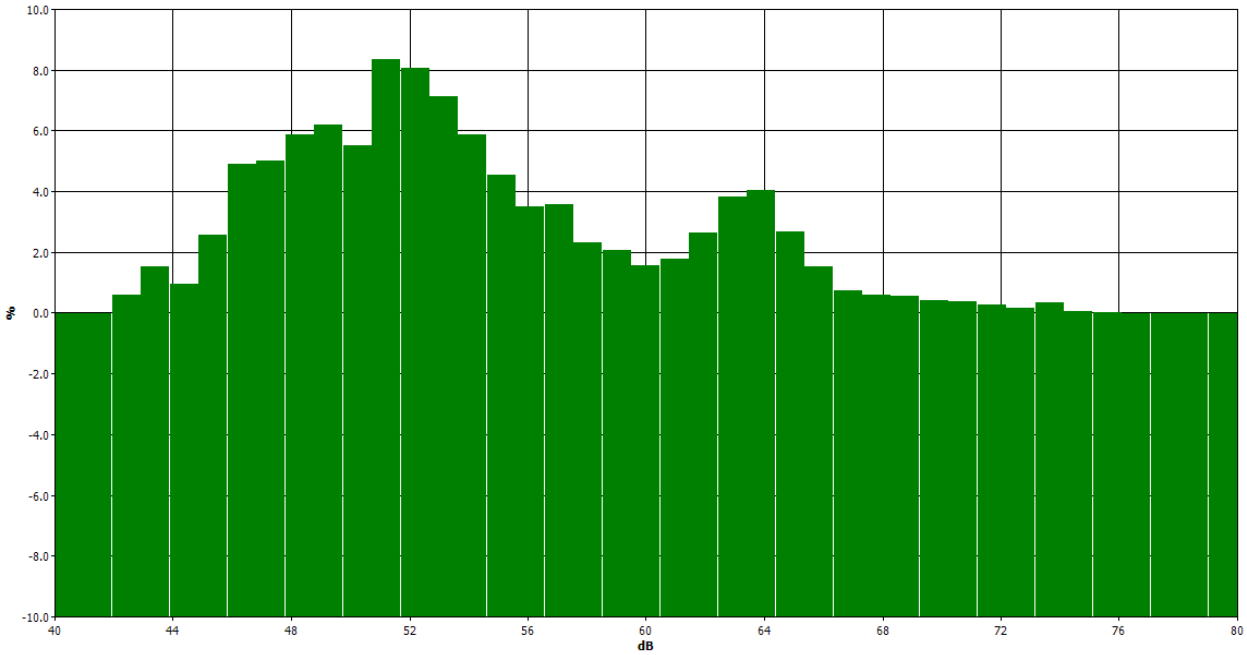
Information Panel

Name	S690_BIJ050019_10122018_111633
Start Time	Tuesday, December 4, 2018, 11:13am
Stop Time	Tuesday, December 4, 2018, 11:28am
Device Model Type	SoundPro DL

General Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	60.1dB	Exchange Rate	1	3dB
Weighting	1	A	Response	1	SLOW
Bandwidth	1	OFF	Exchange Rate	2	3dB
Weighting	2	C	Response	2	SLOW

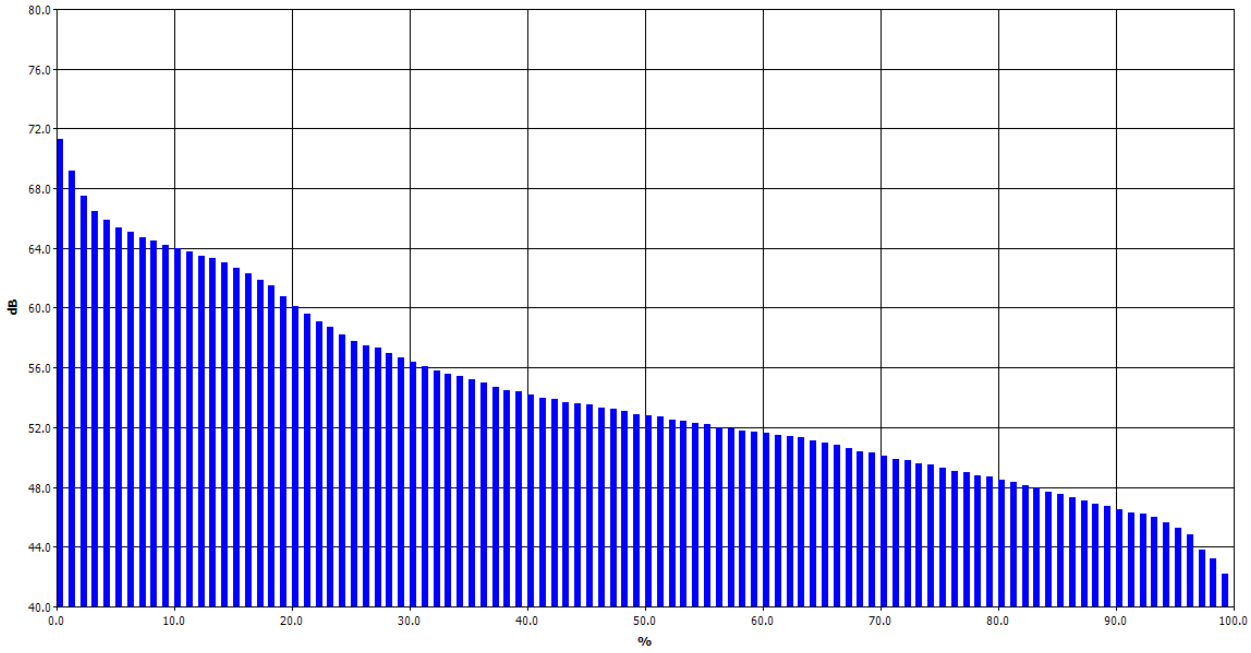
Statistics Chart



Statistics Table

dB	0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	%
40	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
41	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
42	0.00	0.00	0.00	0.01	0.06	0.09	0.14	0.08	0.07	0.15	0.59
43	0.14	0.13	0.10	0.12	0.16	0.17	0.20	0.22	0.13	0.15	1.52
44	0.08	0.10	0.07	0.06	0.07	0.06	0.07	0.11	0.14	0.19	0.94
45	0.21	0.21	0.28	0.19	0.30	0.29	0.25	0.25	0.33	0.25	2.57
46	0.35	0.40	0.62	0.76	0.49	0.41	0.43	0.46	0.46	0.52	4.91
47	0.56	0.79	0.49	0.44	0.44	0.52	0.46	0.43	0.45	0.42	5.01
48	0.45	0.54	0.65	0.59	0.56	0.52	0.50	0.57	0.80	0.70	5.87
49	0.58	0.63	0.55	0.50	0.56	0.58	0.73	0.65	0.75	0.67	6.19
50	0.59	0.72	0.45	0.55	0.53	0.55	0.65	0.48	0.44	0.54	5.52
51	0.65	0.78	0.58	0.71	0.80	0.77	0.97	1.05	1.08	0.96	8.35
52	0.94	0.80	0.79	0.85	0.71	0.74	0.70	0.93	0.87	0.72	8.06
53	0.72	0.68	0.52	0.94	0.68	0.73	0.79	0.72	0.70	0.67	7.14
54	0.71	0.70	0.49	0.66	0.54	0.59	0.65	0.54	0.52	0.44	5.85
55	0.39	0.52	0.45	0.54	0.39	0.43	0.39	0.49	0.37	0.57	4.55
56	0.39	0.43	0.29	0.32	0.33	0.35	0.30	0.32	0.29	0.45	3.48
57	0.41	0.33	0.32	0.26	0.50	0.33	0.38	0.35	0.36	0.33	3.56
58	0.33	0.27	0.20	0.25	0.20	0.19	0.19	0.22	0.24	0.23	2.33
59	0.22	0.20	0.22	0.15	0.23	0.27	0.21	0.19	0.18	0.18	2.05
60	0.20	0.21	0.17	0.16	0.15	0.14	0.17	0.11	0.11	0.12	1.55
61	0.16	0.12	0.12	0.18	0.18	0.17	0.20	0.21	0.21	0.24	1.79
62	0.29	0.28	0.27	0.17	0.26	0.24	0.27	0.27	0.30	0.28	2.63
63	0.33	0.34	0.36	0.41	0.35	0.41	0.41	0.42	0.38	0.44	3.84
64	0.40	0.50	0.51	0.40	0.42	0.39	0.41	0.34	0.34	0.31	4.03
65	0.29	0.33	0.34	0.19	0.29	0.24	0.29	0.29	0.22	0.18	2.66
66	0.18	0.19	0.17	0.14	0.13	0.14	0.14	0.15	0.15	0.11	1.52
67	0.12	0.09	0.08	0.08	0.08	0.05	0.06	0.05	0.06	0.07	0.74
68	0.07	0.05	0.05	0.03	0.05	0.05	0.09	0.08	0.06	0.06	0.59
69	0.05	0.05	0.05	0.04	0.07	0.05	0.08	0.06	0.05	0.06	0.55
70	0.02	0.03	0.04	0.06	0.04	0.04	0.04	0.04	0.04	0.07	0.42
71	0.05	0.05	0.04	0.02	0.04	0.05	0.02	0.04	0.03	0.03	0.38
72	0.04	0.03	0.03	0.04	0.03	0.02	0.02	0.01	0.02	0.02	0.26
73	0.01	0.01	0.01	0.01	0.01	0.01	0.02	0.03	0.02	0.03	0.15
74	0.03	0.05	0.03	0.02	0.03	0.05	0.03	0.02	0.02	0.04	0.33
75	0.02	0.01	0.01	0.00	0.01	0.00	0.00	0.01	0.00	0.01	0.07
76	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
77	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
78	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
79	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
80	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

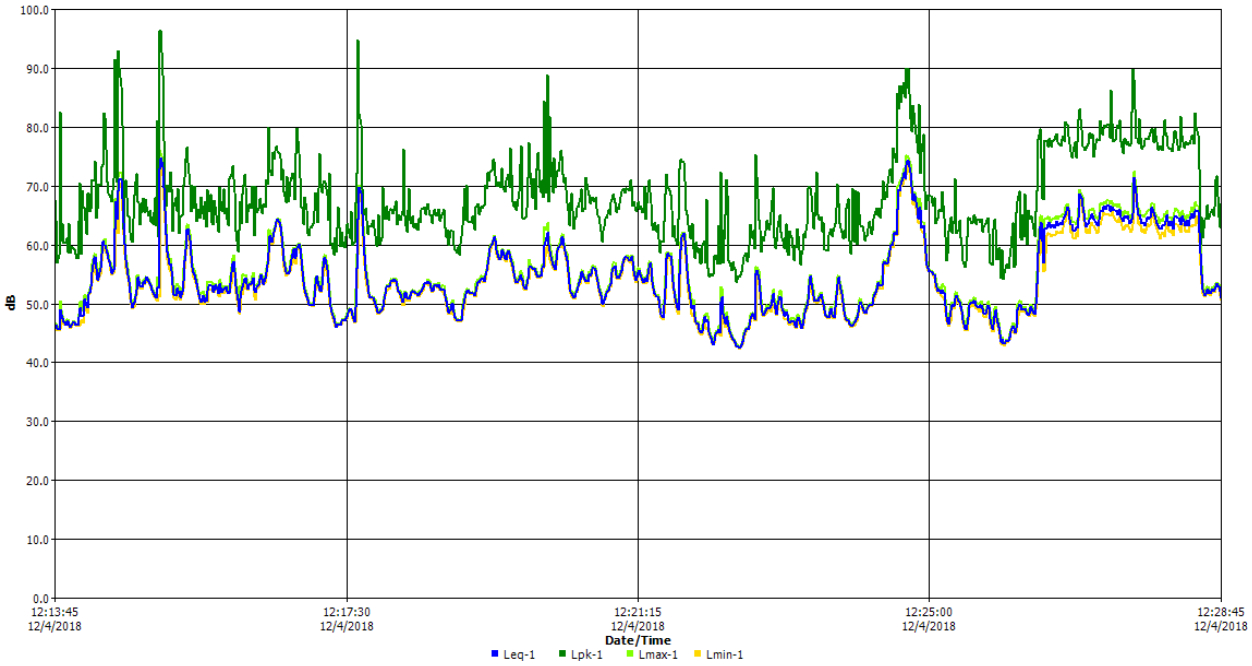
Exceedance Chart



Exceedance Table

	0%	1%	2%	3%	4%	5%	6%	7%	8%	9%
0%		71.3	69.2	67.5	66.5	65.9	65.4	65.1	64.7	64.5
10%	64.2	64	63.8	63.5	63.3	63	62.7	62.3	61.9	61.5
20%	60.8	60.1	59.6	59.1	58.7	58.2	57.8	57.5	57.3	57
30%	56.7	56.4	56.1	55.8	55.6	55.4	55.2	55	54.7	54.5
40%	54.4	54.2	54	53.9	53.7	53.6	53.5	53.3	53.2	53.1
50%	52.9	52.8	52.7	52.5	52.4	52.3	52.2	52	51.9	51.8
60%	51.7	51.6	51.5	51.4	51.3	51.1	51	50.8	50.6	50.4
70%	50.3	50.1	49.9	49.8	49.6	49.5	49.3	49.1	49	48.8
80%	48.7	48.5	48.3	48.1	48	47.7	47.5	47.3	47.1	46.9
90%	46.7	46.5	46.3	46.2	46	45.6	45.3	44.8	43.8	43.2
100%	42.2									

Logged Data Chart



2150 Westwood Project

Construction Vibration - PPV

Receptor: Glendon Avenue Residences (accessory structures)
Equipment: Large Dozer

Source PPV (in/sec)	0.089
Reference Distance (ft)	25
Ground Factor (N)	1.5
Distance (ft)	15
Unmitigated Vibration Level (in/sec)	**0.191**

Receptor: Glendon Avenue Residences (homes)
Equipment: Large Dozer

Source PPV (in/sec)	0.089
Reference Distance (ft)	25
Ground Factor (N)	1.5
Distance (ft)	50
Unmitigated Vibration Level (in/sec)	**0.031**

Receptor: Westwood Boulevard Commercial Buildings
Equipment: Large Dozer

Source PPV (in/sec)	0.089
Reference Distance (ft)	25
Ground Factor (N)	1.5
Distance (ft)	10
Unmitigated Vibration Level (in/sec)	**0.352**

Sources

California Department of Transportation (Caltrans), *Transportation and Construction Vibration Guidance Manual* , September 2013.
Federal Transit Administration (FTA), *Transit Noise and Vibration Impact Assessment* , May 2006.

DKA Planning
Noah Tanski

10 December 2018
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: 2150 Westwood Project
RUN: X1.1: AM Existing + Project
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
E of Westwood	1	1	0.0	69.2	66	69.2	10	Snd Lvl	69.2	0.0	8	-8.0
W of Westwood	2	1	0.0	68.4	66	68.4	10	Snd Lvl	68.4	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

DKA Planning
Noah Tanski

10 December 2018
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: 2150 Westwood Project
RUN: X1.1: AM Existing
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
E of Westwood	1	1	0.0	69.2	66	69.2	10	Snd Lvl	69.2	0.0	8	-8.0
W of Westwood	2	1	0.0	68.3	66	68.3	10	Snd Lvl	68.3	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

DKA Planning
Noah Tanski

10 December 2018
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: 2150 Westwood Project
RUN: X1.1: AM Future + Project
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
E of Westwood	1	1	0.0	69.8	66	69.8	10	Snd Lvl	69.8	0.0	8	-8.0
W of Westwood	2	1	0.0	69.0	66	69.0	10	Snd Lvl	69.0	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

DKA Planning
Noah Tanski

10 December 2018
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: 2150 Westwood Project
RUN: X1.1: AM Future
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	With Barrier Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
E of Westwood	1	1	0.0	69.8	66	69.8	10	Snd Lvl	69.8	0.0	8	-8.0
W of Westwood	2	1	0.0	69.0	66	69.0	10	Snd Lvl	69.0	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

DKA Planning
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10 December 2018
TNM 2.5
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RESULTS: SOUND LEVELS
PROJECT/CONTRACT: 2150 Westwood Project
RUN: X1.1: PM Existing + Project
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Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
E of Westwood	1	1	0.0	70.2	66	70.2	10	Snd Lvl	70.2	0.0	8	-8.0
W of Westwood	2	1	0.0	70.4	66	70.4	10	Snd Lvl	70.4	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

DKA Planning
Noah Tanski

10 December 2018
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: 2150 Westwood Project
RUN: X1.1: PM Existing
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
E of Westwood	1	1	0.0	70.2	66	70.2	10	Snd Lvl	70.2	0.0	8	-8.0
W of Westwood	2	1	0.0	70.4	66	70.4	10	Snd Lvl	70.4	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

DKA Planning
Noah Tanski

10 December 2018
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT: 2150 Westwood Project
RUN: X1.1: PM Future + Project
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	With Barrier Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
E of Westwood	1	1	0.0	70.5	66	70.5	10	Snd Lvl	70.5	0.0	8	-8.0
W of Westwood	2	1	0.0	70.7	66	70.7	10	Snd Lvl	70.7	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

DKA Planning
Noah Tanski

10 December 2018
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: 2150 Westwood Project
RUN: X1.1: PM Future
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	With Barrier Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
E of Westwood	1	1	0.0	70.5	66	70.5	10	Snd Lvl	70.5	0.0	8	-8.0
W of Westwood	2	1	0.0	70.6	66	70.6	10	Snd Lvl	70.6	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

DKA Planning
Noah Tanski

10 December 2018
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: 2150 Westwood Project
RUN: X1.2: AM Existing + Project
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
N of Olympic	1	1	0.0	72.6	66	72.6	10	Snd Lvl	72.6	0.0	8	-8.0
S of Olympic	2	1	0.0	73.0	66	73.0	10	Snd Lvl	73.0	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

DKA Planning
Noah Tanski

10 December 2018
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT: 2150 Westwood Project
RUN: X1.2: AM Existing
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	With Barrier Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
N of Olympic	1	1	0.0	72.6	66	72.6	10	Snd Lvl	72.6	0.0	8	-8.0
S of Olympic	2	1	0.0	73.0	66	73.0	10	Snd Lvl	73.0	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

DKA Planning
Noah Tanski

10 December 2018
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT: 2150 Westwood Project
RUN: X1.2: AM Future + Project
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
N of Olympic	1	1	0.0	73.1	66	73.1	10	Snd Lvl	73.1	0.0	8	-8.0
S of Olympic	2	1	0.0	73.6	66	73.6	10	Snd Lvl	73.6	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

DKA Planning
Noah Tanski

10 December 2018
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT: 2150 Westwood Project
RUN: X1.2: AM Future
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	With Barrier Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
N of Olympic	1	1	0.0	73.1	66	73.1	10	Snd Lvl	73.1	0.0	8	-8.0
S of Olympic	2	1	0.0	73.6	66	73.6	10	Snd Lvl	73.6	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

DKA Planning
Noah Tanski

10 December 2018
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT: 2150 Westwood Project
RUN: X1.2: PM Existing + Project
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
N of Olympic	1	1	0.0	72.2	66	72.2	10	Snd Lvl	72.2	0.0	8	-8.0
S of Olympic	2	1	0.0	72.4	66	72.4	10	Snd Lvl	72.4	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

DKA Planning
Noah Tanski

10 December 2018
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT: 2150 Westwood Project
RUN: X1.2: PM Existing
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
N of Olympic	1	1	0.0	72.2	66	72.2	10	Snd Lvl	72.2	0.0	8	-8.0
S of Olympic	2	1	0.0	72.4	66	72.4	10	Snd Lvl	72.4	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

DKA Planning
Noah Tanski

10 December 2018
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT: 2150 Westwood Project
RUN: X1.2: PM Future + Project
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
N of Olympic	1	1	0.0	72.8	66	72.8	10	Snd Lvl	72.8	0.0	8	-8.0
S of Olympic	2	1	0.0	72.9	66	72.9	10	Snd Lvl	72.9	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

DKA Planning
Noah Tanski

10 December 2018
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT: 2150 Westwood Project
RUN: X1.2: PM Future
BARRIER DESIGN: INPUT HEIGHTS
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Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	With Barrier Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
N of Olympic	1	1	0.0	72.8	66	72.8	10	Snd Lvl	72.8	0.0	8	-8.0
S of Olympic	2	1	0.0	72.9	66	72.9	10	Snd Lvl	72.9	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

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File 16157.1

January 16, 2019

VIA E-MAIL AND U.S. MAIL

Ms. Samantha Millman, President
Mr. Vahid Khorsand, Vice President
Mr. David Ambroz, Commissioner
Ms. Caroline Choe, Commissioner
Ms. Karen E. Mack, Commissioner
Mr. Marc Mitchell, Commissioner
Ms. Veronica Padilla, Commissioner
Mr. Dana M. Perlman, Commissioner
Ms. Renee Dake Wilson, Commissioner

City Planning Commission
City of Los Angeles
c/o Dominick Ortiz, Planning Assistant
Department of City Planning
6262 Van Nuys Boulevard, Room 430
Los Angeles, CA 91401

Re: **Case No. DIR-2017-3522-DRB-SPP-MSP-TOC**
(3649-3657 N. Regal Place, Los Angeles CA 90068)

Dear Honorable Commissioners:

We represent 1213 Las Vegas Blvd, LLC ("Owner") and its application for DIR-2017-3522-DRB-SPP-MSP-TOC, a proposed multi-family Transit Oriented Communities (TOC) Affordable Housing Incentive Program project at 3649-3657 N. Regal Place (the "Project"), which was unanimously recommended for approval by the Mulholland Scenic Parkway Design Review Board (DRB) on July 18, 2018 and approved by the Director of Planning on November 9, 2018.

We are writing in response to the appeals filed in opposition to the Project by Kristen Stoner and Roee Meisels (Appeal #1) and Randi Aarons (Appeal #2) (collectively, the "Appellants"). The Project, as approved, consists of a TOC project with 28 units, 4 of which would be set-aside for Very Low Income households (14% of total units). The 28,939 square-foot site allows for 20 units under the current density limitations of the RD1.5-1 zone. Pursuant to the provisions of the TOC Affordable Housing Incentive Program under Los Angeles Municipal Code ("LAMC") Section 12.22 A.31, the Project is eligible for a 40% Density Bonus for a total of

28 total units, with four units set aside as affordable. Two additional incentives were approved to allow: 1) a height increase to allow a base building height of 47 feet instead of the allowed base 40 feet; and a) a 25% reduction in the amount of required open space from 4,250 square feet to no less than 3,188 square feet.

A Class 32 Categorical Exemption ("CE") from environmental review under the California Environmental Quality Act ("CEQA") was issued for the Project pursuant to the City of Los Angeles (the "City") CEQA Guidelines.

For the reasons stated in detail below, the claims made by the Appellants are without merit and the appeals should be denied.

I. INTRODUCTION

The appeal hearing at the City Planning Commission ("CPC") is scheduled for Thursday, January 24, 2019. In preparation for the hearing, the following summary of arguments in opposition, with our responses following each argument, is provided to explain why the Director of Planning's decision should be sustained.

II. RESPONSES

Appeal #1 Comment 1. The project description incorrectly describes a 4-story building when the project is 5-stories.

Response: The building is 4-stories per building code and 5-stories per zoning code. In the first DRB submittal (March 2018) the building was labeled as a 4-story building; however, per the request of the DRB, the Project's application materials were modified to describe the Project as a 5-story building.

Appeal #1 Comment 2. The requested 7-foot height increase is not necessary and instead the project could provide less parking and reduce the overall building height.

Response: The comment incorrectly states that the Project is requesting a height variance. The Project does not request or require any variances. One of the requested TOC incentives is a height increase to allow a building height of 47 feet instead of the allowed 40 feet. Under the TOC, the Project is eligible for a height increase of up to 11 additional feet, for a total height of 51 feet, however the Applicant is only seeking an increase of 7 feet to a total height of 47 feet. The Project also qualifies for additional height because the lot has a 20% slope. With the addition of 12 feet in height because of the 20% slope of the lot, and the additional requested

on-menu TOC incentive of 7 feet, the total height of the Project will be 59 feet. The actual height of the building at any given point is no more than 47 feet from the grade below it.

With regard to parking, the Project is required to provide 14 parking spaces per the TOC Tier 3 requirements. After meeting with the Neighborhood Council and other stakeholders, the Owner recognized that the neighborhood is sensitive with regard to parking and that street parking is not readily available, particularly because of the location in a hillside, so the Project initially provided 47 parking spaces. After the first DRB hearing regarding the Project, with several neighbors concerned about street parking being further impacted by the Project, the Project was revised to include 56 total vehicular parking spaces. The DRB requested this additional on-site parking of the Owner.

Furthermore, the Owner met with the Hollywood Hills West Neighborhood Council three times. Providing as many parking spaces as possible was one of the dominant issues at those meetings, and the Owner believes it is most beneficial to keep the 56 parking spaces as approved. This number of parking spaces was requested by the DRB, addresses the concern of neighbors and the Neighborhood Council, and would serve to provide sufficient parking for residents and their guests so that street parking is not impacted by the project.

Appeal #1 Comment 3. A 25% reduction in open space would be a mistake.

Response: The Project includes an incentive for a 25% reduction in the amount of required open space from 4,250 square feet to no less than 3,188 square feet. This incentive will allow the Owner to set aside four units for Very Low Income households. Furthermore, the Project includes more than 2,600 square feet of untouched sloped area which is not counted toward usable open space in order to preserve the natural slope (per Mulholland guideline 2).

Appeal #1 Comment 4. Appellant would like a 15-foot setback between the Property and Appellant's property at 3878 Fredonia Drive.

Response: Although an 8-foot side yard is required between the Property and Appellant's property at 3878 Fredonia Drive, the Project is actually providing a 17-foot setback between the Property and Appellant's property at 3878 Fredonia Drive (see plan set sheet E-8.2).

Appeal #1 Comment 5. Roof decks above the 4th floor were not allowed per the DRB, but plans show multiple roof top decks above the 4th floor.

Response: At the first DRB hearing on March 7, 2018 the Project materials referred to the building as four stories. The DRB recommended, as the staff report indicated on page A-5, "No roof top deck above the fourth floor as a consideration." Thus, to be clear, the reference to the

"fourth floor" was for a project that showed the fourth floor as being the top floor of the building. In other words, and per their plain language, the DRB recommended removing only rooftop patios, not top floor balconies. The DRB also requested that the plans be revised to refer to the building as five stories, rather than four stories, as the appeal staff report indicates at the top of page A-5 ("b. As presented the structure is a 5 story building and this should be indicated in revised plans..."). This has been done.

Prior to the second DRB hearing on July 18, 2018 the Project materials were revised to remove any rooftop decks. The Project includes terraces and/or patios for individual units that provide articulation of the building and private open space. All these terraces are at the floor level of each story; not on the rooftop. There are no balconies or patios provided where a resident would climb to the roof of their unit. Additionally, there are no proposed common deck areas – rooftop or otherwise. As the plans were unanimously approved by DRB on July 18, there were no conditions or comments regarding rooftop decks as part of the approval because none remains.

Appeal #1 Comment 6. The determination letter states the property is 35,538.5 square feet and the survey states 28,939 square feet. Density bonus on 35,538 square feet should not be granted.

Response: Page 2 of the letter of determination incorrectly states that the project site is approximately 35,528.5 square feet. The Project site is 28,939 square feet as stated on all Project application materials and plans. The 28,939 square-foot site allows 20 units under density limitations of the RD1.5-1 zone. Pursuant to the provisions of the TOC Affordable Housing Incentive Program under LAMC Section 12.22 A.31, the Project is eligible for a 40% Density Bonus for a total of 28 total units, with four set aside as affordable. Therefore, the density bonus was calculated based on the appropriate square footage of 28,939 square feet.

Appeal #1 Comment 7. The letter of determination states that 5 oak trees are being replaced at a ratio of 4:1 but the Project landscape plans show oak trees being replaced at a ratio of 2:1. The Appellants would like more information about the existing and proposed trees and substantiation by an Oak Tree expert and the City Urban Forestry Division.

Response: A tree report was prepared for the Project by Lisa Smith, Registered Consulting Arborist #464, ISA Board Certified Master Arborist #WE3782B, and ISA Tree Risk Assessor Qualified ("Tree Report"). As discussed in the Tree Report, the Project site includes 7 Coast Live Oak, *Quercus agrifolia* trees, which would be replaced at a ratio of 4:1. The replacement trees are not required to be Oak trees, and the City's Urban Forestry Division prefers diversity in the replacement of trees within the "native species" categories. The Project is proposing to replace

the 5 Coast Live Oak trees that are being removed with 2:1 Oak trees and 2:1 Bay Laurel (native) trees. The ratio mix was determined in coordination with the DRB, which requested that Sycamores not be included in the tree replacement.

The 34 non-protected tree species on the Project site are required to be replaced at a ratio of 1:1, and 2:1 for street trees. It is not required that all removed trees be replaced with Oak trees.

Appeal #1 Comment 8. The Appellants state that the Project will have an adverse impact on the neighborhood, specifically related to increase traffic on an alley (Fredonia) and on Regal Place, and will increase noise in the hillside area.

Response: The Project meets the definition of a Class 32, 15332 In-Fill Development Projects and, therefore, is eligible for a Class 32 categorical exemption under CEQA. The Project would be consistent with all general plan, zoning, and City regulations; would be located in an urbanized area or a lot less than 5 acres in size; would not be located in an area of habitat for endangered, rare or threatened species; would not result in any significant effects related to traffic, noise, air quality, or water quality; and would be adequately served by all required utilities and public services.

Traffic-generating characteristics of residential apartments have been studied by the Institute of Transportation Engineers (ITE), the City's Department of Transportation (LADOT) and as provided in the Coastal Transportation Corridor Specific Plan. Results of these traffic generation studies have been published in Trip Generation, 9th Edition Handbook, and this publication has become the industry standard for estimating traffic generation for different land uses. These studies indicate that the uses associated with the Project generally exhibit the trip-making characteristics provided below in Table 1.

Table 1
Project Trip Generation Rates

			AM Peak Hour			PM Peak Hour		
Land Use	**ITE Code**	**Daily**	**Total**	**In**	**Out**	**Total**	**In**	**Out**
Apartments (per unit)	220	6.65	0.51	20%	80%	0.70	65%	35%
Affordable Apartments (per unit)	LADOT	4.08	0.50	40%	60%	0.34	55%	45%

The change in traffic generated by the Project is shown below in Table 2. This table shows that the Project is expected to generate 142 daily trips, including 12 morning and 14 afternoon peak hour trips.

Table 2
Project Traffic Generation

		AM Peak Hour			PM Peak Hour		
Proposed Land Use	**Daily Traffic**	**Total**	**In**	**Out**	**Total**	**In**	**Out**
19 Additional Apartments	126	10	2	8	13	8	5
4 Additional Affordable Apartments	16	2	1	1	1	1	0
Total New Trips	**142**	**12**	**3**	**9**	**14**	**9**	**5**

The City's Department of Transportation (LADOT) provides trip generation thresholds for determining whether a traffic study due to a development project is required. As explained in the LADOT traffic studies manual (Los Angeles Department of Transportation, *Traffic Study Policies and Procedures*, August 2014), a Traffic Study is required for development projects forecast to generate over 43 AM or PM commuter peak hour trips.

Because the Project is estimated to generate 12 AM and 14 PM peak hour trips, it is forecast to generate only a fraction of the 43 peak hour trip threshold used by LADOT for purposes of determining whether a detailed review of traffic impacts is required. Therefore, the Project will not cause a significant or substantial increase in traffic.

Furthermore, the Sherman Oaks - Studio City - Toluca Lake - Cahuenga Pass Community Plan has envisioned this area to continue to be developed with residential and commercial development and has the appropriate infrastructure to support it. Development of the Project would include 28 multi-family residential units where currently 5 units exist. The Project is entirely consistent with the zoning and land use designations of the site, including density. Therefore, the density proposed is as planned by the General Plan, Community Plan, and Specific Plan, as well as the zoning code. The existing mobility and circulation available in close proximity to the proposed Project will result in no traffic impacts as a result of the Project.

Regarding noise, Section 41.40 of the LAMC regulates noise from demolition and construction activities. Specifically, Section 41.40 prohibits construction activity (including demolition) and

repair work, where the use of any power tool, device, or equipment would disturb persons occupying sleeping quarters in any dwelling hotel, apartment, or other place of residence, between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, and between 6:00 p.m. and 8:00 a.m. on Saturday. All such activities are also prohibited on Sundays and all federal holidays. Section 112.05 of the LAMC also specifies the maximum noise level of construction machinery that can be generated in any residential zone of the city or within 500 feet thereof. Specifically, any construction machinery including crawler-tractors, dozers, rotary drills and augers, loaders, power shovels, cranes, derricks, motor graders, paving machines, off-highway trucks, ditchers, trenchers, compactors, scrapers, wagons, pavement breakers, compressors and pneumatic or other powered equipment may not generate a maximum noise level exceeding 75 dBA at a distance of 50 feet from the equipment. However, the above noise limitation does not apply where compliance is technically infeasible (Section 112.05, LAMC). LAMC Section 112.05 defines technical infeasibility to mean that "said noise limitations cannot be complied with despite the use of mufflers, shields, sound barriers and/or other noise reduction device or techniques during the operation of the equipment." The Project must comply with these City of Los Angeles Noise Ordinances during construction and operation.

Appeal #1 Comment 9. The Appellant states that the neighborhood cannot support a 11,159 square foot home and that the Project is incompatible with the neighborhood.

Response: The number referenced by the comment, 11,159 square feet, is the average building square footage of nearby properties in a 100-foot radius around the Property including two multifamily buildings: 3650 Regal Place which is 32,992 square feet on a 27,376 square-foot lot and 3880 Fredonia Drive which is 36,272 square feet on a 41,192 square-foot lot. The comment is referring to a sheet provided as part of the application materials for the Project, which is required by the Mulholland Design Review application process.

The Project site is 28,939 square-feet, which would allow 20 units under density limitations of the RD1.5-1 zone. Pursuant to the provisions of the TOC Affordable Housing Incentive Program under LAMC Section 12.22 A.31, the Project is eligible for a 40% Density Bonus for a total of 28 total units, with four set aside as affordable. Two additional incentives were approved to allow: 1) a height increase to allow a building height of 47 feet instead of the allowed 40 feet; and a) a 25% reduction in the amount of required open space from 4,250 square feet to no less than 3,188 square feet. No incentives were requested for an increase in building size.

Average unit sizes are between 1,425 square feet and 1,767 square feet. The overall size of the Project's building would be approximately 68,000 square feet.

Appeal #1 Comment 10. Appellants state that the neighborhood is experiencing a shortage in parking.

Response: This comment contradicts Appeal #1 Comment 2 which requests that the Project reduce parking in order to reduce the overall building height. As discussed above, the Project is required to provide 14 parking spaces per the TOC Tier 3 requirements. The Owner recognized the neighborhood is sensitive with regard to parking and street parking is not readily available, so the Project initially provided 47 parking spaces. After the first DRB hearing regarding the Project, with several neighbors concerned about street parking being further impacted by the Project, the Project was revised to include 56 total vehicular parking spaces. The DRB requested this additional on-site parking of the Owner.

Appeal #2 Comment 1. The demolition of 5 on-site units and displacement of tenants is avoidable and unnecessary. The Project is a violation of the General Plan.

Response: Land uses on the Subject Property are also guided by the City of Los Angeles General Plan (General Plan). The Land Use Element of the General Plan consists of the 35 Community Plans that guide local land use. As the Land Use Element of the City General Plan, the Community Plans implement land use policies for their respective Community Plan Area. The Community Plans coordinate development among the various communities of the City and adjacent municipalities in a fashion both beneficial and desirable to the residents of the community and are consistent with the other elements of the General Plan.

The project site is located within the Sherman Oaks - Studio City - Toluca Lake - Cahuenga Pass Community Plan area and is designated for Low Medium Density Residential land uses. The proposed Project consists of a 5-story residential building containing 28 units.

The Project would meet the goals and objectives of the Sherman Oaks - Studio City - Toluca Lake - Cahuenga Pass Community Plan as they relate to residential development. Overall, the proposed Project would be consistent with the surrounding area and would serve the needs of existing and possible future residents within the Sherman Oaks - Studio City - Toluca Lake - Cahuenga Pass Community Plan Area. The project is consistent with the General Plan Land Use designation (Low Medium Density Residential) and all General Plan policies.

All tenants (including this appellant) vacated the Property after receiving proper compensation and required notice and timing required by State law. The City's Housing Department ("HCIDLA") has reviewed all documentation and signed off on all required forms in compliance with State law. The Property is vacant and ready for construction.

Appeal #2 Comment 2. The Project violates TOC Guidelines by taking height, density, and reduction of open space bonuses in addition to TOC bonuses, which TOC restrictions specifically preclude.

Response: It is unclear what this comment is referring to. As discussed in the Project's application materials, the letter of determination, and above, the Project, as approved, consists of 28 units, four of which would be set-aside for Very Low Income households (14% of total units). The 28,939 square-foot site would allow 20 units under density limitations of the RD1.5-1 zone. Pursuant to the provisions of the TOC Program under LAMC Section 12.22 A.31, the Project qualifies as a Tier 3 TOC project, and is eligible for a 40% Density Bonus for a total of 28 total units, with four set aside as affordable. This is considered the "Base Incentive". The TOC Guidelines allow for "Additional Incentives" for qualifying projects. The Project requested, and was approved for, two additional on-menu incentives to allow: 1) a height increase to allow a building height of 47 feet instead of the allowed 40 feet; and a) a 25% reduction in the amount of required open space from 4,250 square feet to no less than 3,188 square feet. The proposed TOC Project is consistent with the TOC Guidelines.

Appeal #2 Comment 3. The Project guarantees a significant change to the environment resulting in direct violations of CEQA and should require seismic studies based on empirical data.

Response: Article 19 (Categorical Exemptions) of the State California Environmental Quality Act (CEQA) Guidelines lists classes of projects that are exempt to the requirements of CEQA. CEQA Guideline 15332 In-Fill Development Projects, Class 32, applies to the Project. The statutory language of each condition and possible exception is shown in the Notice of Exemption prepared by the City and filed with the County Clerk.

A Geology / Soils report was prepared for the Project by Byer Geotechnical and reviewed by the Grading Division of the Department and Building and Safety. The Grading Division approved the Geology / Soils Report on October 4, 2017. The Project would comply with not only the specific recommendations of the Geology / Soils Report and the approval letter prepared by the Grading Division, but also with the City Building Code, which incorporates, with local amendments, the latest editions of the International Building Code and California Building Code. Compliance with the City Building Code includes incorporation of seismic standards appropriate to the Project Site and its Seismic Design Category. Modern buildings are designed to resist ground shaking through the use of shear panels, moment frames, and reinforcement in compliance with the Building Code. Additionally, LADBS would review the Project plans for consistency with the findings and recommendations of the Grading Division and the Building

Code. Conformance with all current Building Code requirements would minimize the potential for structures on the Project Site to sustain damage during an earthquake.

Appeal #2 Comment 4. The Project would destroy the last known bungalow court building in the Universal City Hills/Cahuenga Pass. Project approval is a violation of the General Plan.

Response: The Project site is currently developed with five residential units. These units have not been designated as historic by any federal, state, or local agencies. There are no City designated Historic Landmarks on the project site. The nearest designated Historic Resources to the Subject Property is Miceli's Italian Restaurant located at 3655 N. Cahuenga Boulevard, approximately 0.1 mile northeast of the Property.

Appeal #2 Comment 5. The Project is incongruent in massing and density with the neighborhood, constituting a violation of the General Plan.

Response: The Planning and Zoning Code designates the project site RD1.5-1 (Restricted Density Multiple Dwelling Zone – Height District 1). The 28,939 square-foot site would allow 20 units under density limitations of the RD1.5-1 zone. Pursuant to the provisions of the TOC Program under LAMC Section 12.22 A.31, the Project qualifies as a Tier 3 TOC project, and is eligible for a 40% Density Bonus for a total of 28 total units, with four set aside as affordable. The Project complies with the parking requirement of the use, zone, and TOC.

The building has been designed to follow the existing uphill contours of the site, with the building stepping back from Regal Place as the hill slopes up. The design is a contemporary style which draws on the natural environment of the community to achieve a look and feel of a village in the hills. Each floor steps back with the natural slope of the land and planters are placed on each terrace to achieve an organic hillside appearance. Earth tone colors from the approved Mulholland Design Guidelines Color Wheel have been selected for the Project.

Appeal #2 Comment 6. The Project destroys five mature oak trees, the removal of which removes local habitat for wildlife. The Project constitutes a violation of the Open Space Plan.

Response: The Tree Report prepared for the Project by Lisa Smith, identifies that Project site includes 7 Coast Live Oak, *Quercus agrifolia* trees, which would be replaced at a ratio of 4:1. The 34 non-protected tree species on the Project site are required to be replaced at a ratio of 1:1, and 2:1 for street trees. This, the Project would result in an overall increase in trees on the Project site over existing conditions. Furthermore, the Project would be required to comply with the Migratory Bird Treaty Act (MBTA). Migratory nongame native bird species are protected by international treaty under the Federal MBTA of 1918 (50 C.F.R Section 10.13).

Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA).

Appeal #2 Comment 7. The Project increases traffic, congestion, parking, and pollution issues.

Response: See Response to Appeal #1 Comment 8, above. In addition, the Project would provide 28 new units on a site that currently contains 5 units. The Project would increase the number of residential units available to residents of the City and increase the City's housing stock for Very Low Income households.

Appeal #2 Comment 8. The Project permanently removes 5 rent-stabilized houses and would only supply 4 low income units, therein diminishing the stock of affordable housing. This is a violation of the Housing Plan.

Response: The Project would provide 28 new units on a site that currently contains 5 units. The Project would increase the number of residential units available to residents of the City and increase the City's housing stock for Very Low Income households. All tenants have vacated the Property after receiving proper compensation and required notice and timing required by State law. The City's Housing Department ("HCIDLA") has reviewed all documentation and signed off on all required forms in compliance with State law.

Appeal #2 Comment 9. The developers have misrepresented the amount of usable land to the Planning Board and at Neighborhood Council meetings.

Response: It is unclear what this comment is in reference to. The Project site is 28,939 square feet and the Project has been designed accordingly.

Appeal #2 Comment 10. The developers are foreign, non-constituents who do not live in the area and are profiteering at the expense of others.

Response: Although this comment is meant to be inflammatory and disrespectful and frankly does not warrant a response, it should be noted that the two property owners are United States citizens, one having lived in Los Angeles for 40 years, 13 of those years in Studio City, and the other having lived in Los Angeles 20 years. The owners have built 140 units in 6 buildings in Studio City and another 110 units in Valley Village and Sherman Oaks, and together have built 280 units built in the San Fernando Valley.

Appeal #2 Comment 11. The Project is non-compliant for the neighborhood and does not meet the needs of the local community.

Response: As discussed above, the Project is consistent with the General Plan Land Use designation (Low Medium Density Residential) and all General Plan policies, and with the zoning designation of RD1.5-1. The Project is consistent with the provisions of the TOC Program LAMC Section 12.22 A.31. The Project would provide 28 new housing units on a site that currently contains 5 housing units. The Project would increase the number of residential units available to residents of the City and increase the City's housing stock for Very Low Income households.

Furthermore, the Project building has been designed to follow the existing uphill contours of the site, with the building stepping back from Regal Place as the hill slopes up. The design is a contemporary style which draws on the natural environment of the community to achieve a look and feel of a village in the hills. Each floor steps back with the natural slope of the land and planters are placed on each terrace to achieve an organic hillside appearance. Earth tone colors from the approved Mulholland Design Guidelines Color Wheel have been selected for the Project.

Appeal #2 Comment 12. The Project creates multiple negative impacts on the neighborhood and denies the Appellant the privilege of staying at the Property.

Response: As discussed above, the Project is exempt from CEQA under Class 32. Furthermore, the relocation of the residents previously living on the Project site was not part of the Planning Director's approval of the Project. Relocation of the tenants previously living on the Project site was done in accordance with the Ellis Act and under coordination with HCIDLA, the Los Angeles Housing + Community Investment Department.

Appeal #2 Comment 12. The Appellant states the Planning Board and Director have been presented with misinformation regarding the accurate size of buildable land area, TOC regulations, and CEQA exceptions.

Response: The Project, as approved, consists of 28 units, four of which would be set-aside for Very Low Income households (14% of total units). The 28,939 square-foot site would allow 20 units under density limitations of the RD1.5-1 zone. Pursuant to the provisions of the TOC Program under LAMC Section 12.22 A.31, the Project is eligible for a 40% Density Bonus for a total of 28 total units, with four set aside as affordable. Two additional incentives were approved to allow: 1) a height increase to allow a building height of 47 feet instead of the allowed 40 feet; and a) a 25% reduction in the amount of required open space from 4,250 square feet to no less than 3,188 square feet.

The Project meets the definition of a Class 32, 15332 In-Fill Development Projects and, therefore, is eligible for a Class 32 categorical exemption under CEQA. The Project would be consistent with all general plan, zoning, and City regulations; would be located in an urbanized area or a lot less than 5 acres in size; would not be located in an area of habitat for endangered, rare or threatened species; would not result in any significant effects related to traffic, noise, air quality, or water quality; and would be adequately served by all required utilities and public services. The statutory language of each condition and possible exception is shown in the Notice of Exemption prepared by the City and filed with the County Clerk.

Appeal #2 Comment 14. The Project approval requires an in-depth investigation and additional review.

Response: Specific comments are addressed above. We urge the City Planning Commission to deny the appeal based on the lack of substantive arguments or information presented by the Appellants.

III. CONCLUSION

The Appellants have failed to demonstrate that there are any reasons why the Project does not qualify as a TOC Affordable Housing Incentive Program Project as approved. The Project, as approved by the Director of Planning, meets the requirements of CEQA and would not result in any adverse environmental impacts. The City faces a well-documented housing shortage, and the Project would increase the number of residential units available to residents of the City and increase the City's housing stock for Very Low Income households. For all the aforementioned reasons, the above appeals lack merit, and we respectfully ask that the City Planning Commission deny this appeal and recommend approval of the Project.

In addition, the Project received several support letters and many supporters appeared to express their support at the Mulholland Scenic Parkway Design Review Board hearing for the Project on March 7, 2018. The letters are attached as Exhibit A to this letter.

We would be more than happy to address any questions you may have during the hearing on January 24th. Thank you for your attention to this letter.

Sincerely,

Ellia M. Thompson

Enclosures: Project Support Letters

PROJECT SUPPORT LETTERS

Ellia Thompson

From: [redacted]
Sent: Monday, August 06, 2018 5:34 PM
To: eyalgamliel@aol.com; Ellia Thompson
Subject: Fwd: Support Regal

[redacted]

Kind regards,

Ilan Gorodezki

Begin forwarded message:

From: Julie Mintz <juliemintz@yahoo.com>
Date: August 6, 2018 at 3:51:10 PM PDT
To: "emma.howard@lacity.org" <emma.howard@lacity.org>, "sarah.dusseault@lacity.org" <sarah.dusseault@lacity.org>, "david.ryu@lacity.org" <david.ryu@lacity.org>, "cd4.issues@lacity.org" <cd4.issues@lacity.org>
Subject: Support Regal

8/6/2018

Dear Councilman Ryu,

I am a resident in your district. My name is Julie Mintz and I live at 7534 Mulholland Drive, LA 90046. I am contacting your office, for the very first time, about a matter that has come to my attention. I have learned that there is a new development planned at 3649-3657 Regal Place, which seeks to replace some rather old and ugly houses with a beautiful new apartment building.

I think this is wonderful news for the current and future residents of this neighborhood. The new development is also expected to provide 4 affordable housing units as part of their offerings. Again, this is wonderful news as this kind of development makes it possible for the socio-economically challenged members of our society to have access to excellent housing options. Additionally, the influx of more people in the area will also prove to be a positive development for the local businesses, which depend heavily on locals and their patronage.

It should be clear to anyone that this planned development is a fantastic idea for the area, the city and for the future tenants. I can see no reason for anyone to object to these plans. I hope that your office will do what it can to help this development come to fruition.

Appreciatively yours,

Julie Mintz

Ellia Thompson

From: [redacted]
Sent: [redacted]
To: [redacted]
Subject: [redacted]

[redacted]

Begin forwarded message:

From: "Gail Steinberg" <gailsteinberg411@gmail.com>
Date: August 7, 2018 at 9:51:39 AM PDT
To: <Gailsteinberg411@gmail.com>
Subject: 3649-3657 Regal Place proposed multi-family development

Let me introduce myself to you all. I am Gail Steinberg, past elected board member and Chair of Land Use for the Studio City Neighborhood Council for over 8 years. I have worked with Eyal and his partner Ilan and have known them for over 11 years.

I attended and spoke at the first Mulholland hearing and submitted a letter of support for the subsequent Mulholland hearing as I was out of town.

I'd like to reiterate that NEVER have I met honorable, respectful ethical developers such as Eyal and Ilan. They are for the community, thoughtful of their projects and in keeping with the needs and design of the Neighborhood. They reach out and are of their word. At the first hearing there were more supporters than opponents. Also most Board members were in support with a few tweaks to the project. All the Mulholland recommendations, I might add, were taken back to the architect and the changes were made (without complaints). Not surprisingly the project was unanimously approved at the second Mulholland hearing.

I have met the tenant Randi that is still living at the Regal Property. She continues to create unrealistic demands and when Eyal agrees to them she then changes her mind or adds to them.

In closing, I would be ecstatic to have Eyal and Ilan build in my neighborhood as they have truly improved the areas which they have touched.

Thank you for your time and consideration. I approve this project.

Gail Steinberg

Studio City stakeholder and Real Estate Professional for over 28 years.

GAIL STEINBERG
Experience isn't expensive... It's PRICELESS!
cell: 818-425-1036

Ellia Thompson

[redacted]

[redacted]

[redacted]

Begin forwarded message:

From: Bill Lindborg <bill.lindborg@gmail.com>
Date: August 7, 2018 at 8:59:15 AM PDT
To: david.ryu@lacity.org, emma.howard@lacity.org, sarah.dusseault@lacity.org
Cc: cd4.issues@lacity.org
Subject: 3649-3657 Regal Place

Honorable Councilman Ryu,

My name is Bill Lindborg and I am a resident at 6869 Alta Loma Terrace adjacent to the Hollywood Bowl. There is a crisis of available quality housing inventory within the City of Los Angeles, adding to that crisis, is the overall availability of affordable housing. This proposed project accomplishes both issues by adding to the housing supply and sets aside affordable units for qualified residents. I wish to offer my support of this planned apartment building at 3649-3657 Regal Place. Upon review of the renderings and general information, it was clear to me that a great deal of effort was incorporated into the building's design to be respectful to the surrounding neighborhood and to its unique topography. This will be an asset to the existing community and will provide additional quality housing options for families working within the surrounding areas.

I am hopeful after thorough review of this proposed development that you will be offering your support on behalf of all of us living and working within our beautiful neighborhoods.

Respectfully submitted,

Bill Lindborg

Dear City Planning Board,

I am writing to strongly and sincerely support the most recent project located 3657 North Regal Place. I currently reside at 3619 Regal Place.

I ardently support the project for many reasons and here are a few for your consideration.

First, I am very happy with the standard of design and the proposed construction plan that this project will inevitably bring. The project being proposed perfectly fits with the neighborhood, as we see it evolving. Specifically, this design is significantly preferred over the current one in both function and style. Lastly, it cannot be overstated that Los Angeles and our neighborhood is in dire need of housing.

I strongly feel this project will set a high bar for future projects which will only improve our changing neighborhood. Therefore, it is critical that we support this project for the long-term wellbeing of our neighborhood and beyond.

Thank you for including my outmost support in your consideration.

Very Best,

Saied C. Isaacson
saiedisaacson@aol.com

To Whom It May Concern:

Here at Luis Custom Framing we are a small-owned family business, we have been in the Studio City community for 3 years. We have seen the community grow with new businesses opening to serve the community. We are just a few feet away from the new construction trying to get passed, a new condos complex. We here at Luis Framing are very excited to see this new development. This new project has brought us joy, it will make us happy to see new faces around town, we can also make business with them just has we have had amazing business thanks to the families that come from house just up the mountain from where we are located. Its good business for us but also the city, as they will benefit from this. This design is very modern, which is perfect since our community has been building up and we need that in our neighborhood. Hearing that they also want to put aside apartments for the low income is a fantastic idea. I personally cannot wait to see how this community will grow and see the new project come along in the following years.

Sincerely,
Luis V. (Luis Custom Framing – Owner)
3785 Cahuenga Blvd
Studio City 91604

Regal Village Proposal

LG Lowell Goodman <lowell@aya.yale.edu>
Today, 9:46 AM
alycia.witzling@lacity.org

Reply all

You forwarded this message on 7/17/2018 9:52 AM

Subject: Case #DIR-2017-3522-DRB-SPP-MSP-TOC

Dear Members of the Mulholland Design Review Board,

As a Cahuenga Pass resident, I have been following the Regal Village project closely and am writing to offer my support for the proposed development.

We need more housing in our city and we need affordable housing. At the same time, it is vital that we protect the special charm and character of our neighborhoods and their natural surroundings. I attended the March hearing at which the developers presented their plans and believe they have done a terrific job balancing these often-times opposing needs.

The design is right, the location is right, and I urge you to approve the project and allow it to move forward swiftly.

Sincerely,
Lowell Goodman

February 27, 2018

To: Los Angeles City Planning Department
Mulholland Design Review Board
Re: Case #DIR-2017-3522-DRB-SPP-MSP-TOC

Dear Members of the Mulholland Design Review Board,

I am the owner of Hollywood Divers, just down the street from the proposed condominium development at 3657 North Regal Place. I'd like to register my wholehearted support for this project and ask that you allow it to move forward.

I have been a part of this community as a local business owner for over 15 years. I know how important it is to the people who live here that the character of the hillside be preserved. I believe this project does an excellent job of balancing the need for more housing with the need to respect the surrounding community, and I applaud the developers for that.

We are in the grips of a housing crisis. Even worse is the shortage of affordable housing. Here we have a project that will add to our housing supply and do so in a manner that is sensitive to the neighborhood and to the environment.

This is the kind of smart growth that we need more of in our city, and I urge you to approve the project without delay.

Sincerely,

Bill Strong
Hollywood Divers
3575 Cahuenga Blvd W.
Los Angeles, CA 90068

July 17, 2018

Dear City Planning

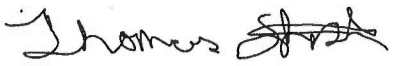
My name is Tom Stephen and I am currently a tenant on North Regal Place. Please note that I fully support the future plans that Mr. Ilan has for 3649 Regal Place.

Understanding my neighbor's concerns of keeping the character of the hillside preserved, I feel the developer has done an awesome job in doing so.

Furthermore, the planned units will provide a great value and curb appeal to the neighborhood.

Your consideration in approving this project would be greatly appreciated.

Sincerely



Tom Stephen

DAY OF HEARING SUBMISSIONS