DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning Commission

Date: September 24, 2020
Time: After 8:30 A.M.*
Place: In conformity with the Governor's Executive Order N-29-20 (March 17, 2020) and due to concerns over COVID-19, the CPC meeting will be conducted entirely telephonically by Zoom [https://zoom.us/].

Public Hearing: Initial public hearing completed June 24, 2020.
Appeal Status: Not further appealable.
Expiration Date: September 24, 2020
Multiple Approval: No

Case No.: CPC-2019-6814-DB
CEQA No.: ENV-2019-6815-CE
Incidental Cases: N/A
Related Cases: None
Council No.: 5 - Paul Koretz
Plan Area: Wilshire
Specific Plan: N/A
Certified NC: Mid City West
Existing GPLU: Neighborhood Office Commercial
Existing Zone: C2-1VL-O

Applicant: Solomon Aryeh, Beverly La Cienega, LLC
Representative: Rose Fistovic, PSOMAS

PROJECT LOCATION: 320 North La Cienega Boulevard; 316 – 324 North La Cienega Boulevard

PROPOSED PROJECT: The proposed project involves the demolition of existing commercial structures, and the construction, use and maintenance of a new six-story, 60,056 square-foot mixed-use building with 61 dwelling units (including five [5] units – 11% of the base density set aside for Very Low Income Households), and 4,097 square feet of commercial space with a proposed building height of 67 feet. The project would provide a total of 77 automobile parking spaces within three (3) subterranean and one (1) ground level of parking and 64 bicycle spaces.

REQUESTED ACTION:

1) Pursuant to CEQA Guidelines, Section 15332 (Class 32), an Exemption from CEQA, and that there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies; and

2) Pursuant to Los Angeles Municipal Code (LAMC) Section 12.22-A,25, a 35% Density Bonus for a Housing Development with a total of 61 units [with five [5] units – 11% of the base density set aside for Very Low Income Households] in lieu of the base density of 45 units; and pursuant to LAMC Section 12.22-A,25(g)(3), the following two (2) Off-Menu Incentives and two (2) Off-Menu Waivers or Modifications of development standards:

   a. An Off-Menu Incentive to permit a maximum FAR of 4.05:1 in lieu of 1.5:1 in the C2-1VL-O Zone;

   b. An Off-Menu Incentive to permit a height increase to 67 feet and six (6) stories in lieu of 45 feet and three (3) stories as permitted in the C2-1VL-O Zone;

   c. An Off-Menu Waiver or Modification of development standard to permit a 40% decrease in the required northerly yard/setbacks; and

   d. An Off-Menu Waiver or Modification of development standard to permit a 20 percent reduction in the required open space.

RECOMMENDED ACTIONS:

1) **Determine** based on the whole of the administrative record, the project is exempt from CEQA pursuant to CEQA Guidelines Section 15332, Class 32, and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines Section 15300.2 applies;

2) **Approve** a 35 percent Density Bonus for a Housing Development with a total of 61 units (with five [5] units – 11 percent of the base density set aside for Very Low Income Households) in lieu of the base density of 45 units; and pursuant to LAMC Section 12.22-A,25(g)(3), the following two (2) Off-Menu Incentives and two (2) Off-Menu Waivers or Modifications of development standards:

    a. An Off-Menu Incentive to permit a maximum FAR of 4.05:1 in lieu of 1.5:1 in the C2-1VL-O Zone;

    b. An Off-Menu Incentive to permit a height increase to 67 feet and six (6) stories in lieu of 45 feet and three (3) stories as permitted in the C2-1VL-O Zone;

    c. An Off-Menu Waiver or Modification of development standard to permit a 40% decrease in the required northerly yard/setbacks; and

    d. An Off-Menu Waiver or Modification of development standard to permit a 20 percent reduction in the required open space;

3) **Adopt** the attached Conditions of Approval; and

4) **Adopt** the attached Findings.

VINCENT P. BERTONI, AICP
Director of Planning

Nicholas Hendricks
Senior City Planner

Oliver Netburn
City Planner

Michelle Carter, City Planning Associate
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ADVICE TO PUBLIC: *The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the *Commission Secretariat, Room 272 City Hall, 200 North Spring Street, Los Angeles, CA 90012* (Phone No. 213-978-1300). While all written communications are given to the Commission for consideration, the initial packets are sent to the week prior to the Commission's meeting date. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to these programs, services and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request not later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at (213) 978-1300.

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PROJECT ANALYSIS

Project Summary

The proposed project involves the demolition of existing commercial structures, and the construction, use and maintenance of a new six-story, 60,056 square-foot mixed-use building with 61 dwelling units, and 4,097 square feet of commercial space with a proposed building height of 67 feet. The project would provide a total of 77 automobile parking spaces within three (3) levels of subterranean and one (1) ground level of parking and 64 bicycle spaces (eight [8] short-term and 56 long-term spaces).

The proposed development has been configured with a total of 61 dwelling units consisting of 61 one-bedroom units. The dwelling units will range in sizes from 647 to 1,016 square feet. The residential units will be located within the second through sixth floors of the proposed building. The parking will be provided within three (3) subterranean levels and one (1) ground level. The 4,097 square feet of commercial space will be located on the ground floor level.

Pursuant to LAMC Section 12.21-G, the project, as proposed, is required to provide 6,100 square feet of open space. The project provides approximately 5,187 square feet total of open space, which includes a 568 square-foot fitness room on the second floor, a 448 square-foot community room on the fifth floor, and a 2,321 square-foot outdoor deck on the fifth floor. The project also includes 1,850 square feet of private balconies.

Vehicular access to the project site will be provided via a driveway off the public alley. All residential and commercial parking spaces would be accessed via this driveway. A total of 77 off-street automobile parking spaces will be provided within the parking garage. Pedestrian access will be via La Cienega Boulevard. In addition, 56 long-term bicycle parking spaces will be provided in a bicycle storage room at the ground level. Eight (8) short-term bicycle racks will be provided along La Cienega Boulevard.

The project consists of the following:

Project Summary	Total
Residential Units	
Base Density	*45 units*
35% Density Bonus	*61 units (rounded up from 60.75)*
11% Very Low Income Household	*5 units (rounded up from 4.95)*
Proposed Units	
1-Bedroom	*61*
Total Units	**61**
Open Space	
2nd Floor – Fitness Room	*568 sq. ft.*
5th Floor – Community Room	*448 sq. ft.*
5th Floor – Roof Deck	*2,321 sq. ft.*
Private Open Space (balconies)	*1,850 sq. ft.*
Required Open Space	**6,100 sq. ft.**
Required Open Space with 20% Reduction	**4,880 sq. ft.**
Total Open Space Provided	**5,187 sq. ft.**
LAMC Code Required Parking	
Automobile Parking Required	
1-Bedroom	*61 spaces*
Commercial	*16 space*
Total Automobile Parking Required	**77 spaces**
Total Automobile Parking Provided	**77 spaces**
Bicycle Parking Required	
Long Term Residential	*52 spaces*
Short Term Residential	*8 spaces*
Bicycle Parking Provided	
Long Term Residential	*56 spaces*
Short Term Residential	*8 spaces*
Total Parking Bicycle Provided	**64 spaces**

The applicant proposes to set aside 11% of the base density (45 units) for Very Low Income Households (five (5) units); as such, the project is entitled to a 35% density bonus resulting in a total of 61 units. In addition, the applicant has request the following two (2) Off-Menu Incentives and two (2) Off-Menu Waivers or Modifications of development standards:

a. Pursuant to LAMC Section 12.22-A,25(g)(3), an Off-Menu Incentive to permit a maximum FAR of 4.05:1 in lieu of 1.5:1 in the C2-1VL-O Zone;

b. Pursuant to LAMC Section 12.22-A,25(g)(3), an Off-Menu Incentive to permit a height increase to 67 feet and six (6) stories in lieu of 45 feet and three (3) stories as permitted in the C2-1VL-O Zone;

c. Pursuant to LAMC Section 12.22-A,25(g)(3), an Off-Menu Waiver or Modification of development standard to permit a 40% decrease in the required northerly yard/setbacks; and

d. Pursuant to LAMC Section 12.22-A,25(g)(3), an Off-Menu Waiver or Modification of development standard to permit a 20 percent reduction in the required open space.

Background

The subject property is comprised of three (3) lots that measure approximately 15,410 square feet (0.35 acres). The project site is located toward the southern end of the block bounded by La Cienega Boulevard to the west, and two (2) alleys to the south and east. The property has a frontage of 118 feet along La Cienega Boulevard, a frontage of 135 feet along the alley to the south and a frontage of 118 feet along the alley to the east. The property is developed with four (4) one-story, commercial buildings totaling approximately 5,385 square feet, associated surface parking (8 spaces), and an approximately 47.5-foot tall two-sided billboard structure. The existing buildings and billboard will be demolished in conjunction with the construction of the proposed development.

The property is located within the Wilshire Community Plan Area, the Urban Agriculture Incentive Zone and the Transit Priority Area in the City of Los Angeles. The site is 1.95 kilometers from the Hollywood Fault Zone.

General Land Use Designation

The Wilshire Community Plan designates the subject property for Neighborhood Office Commercial land uses with corresponding zones of C1, C1.5, C2, C4, P, CR, RAS3 and RAS4. The subject property is zoned C2-1VL-O.

Surrounding Properties:

The land use and zoning within proximity of the property site consists of a mix of commercial and multi-family uses. The properties to the north abutting the site are zoned C2-1VL-O and are improved with commercial/retail buildings. Properties to the east, across the public alley, are zoned R2-1-O and are developed with two-story multi-family residential structures. The property to the south, across the public alley, is zoned C2-1VL-O and is developed with a service station. Properties to the west, across La Cienega Boulevard, are zoned C2-1VL-O and are improved with multi-story commercial structures.

Streets and Circulation:

La Cienega Boulevard, designated as an Avenue I, is dedicated to a width of 100 feet and is improved with paved roadway, and concrete curb, gutter and sidewalks.

Relevant Cases:
Subject Property:

CPC-2011-2103-VZC-HD-ZAA – At its meeting on January 22, 2013, the Central Area Planning Commission approved a Vesting Zone Change from the existing C2 zone to (T)(Q)RAS4-1D. Disapproved a Height District Change from 1VL to 1D with a 67-foot "D" limitation in height. Approved a Height District Change from 1VL to 1D with a 56-foot "D" limitation in height. Approved a Zoning Administrator's Adjustment to allow a 0-foot front yard setback in lieu of the required 5-feet as per Section 12.11.5 C1 of the LAMC. Approved a Zoning Administrator's Adjustment to allow a 0-foot side yard setback in lieu of the required 5-feet at the south property line (alley side) as required per Section 12.11.5 C2 of the LAMC. Approved a Zoning Administrator's Adjustment for minimum lot area per dwelling unit, to allow 45 units in lieu of the 44.75 units allowed by the 17,900 square feet on site as required per section 12.11.5 C4. Approved a Zoning Administrator's Adjustment for maximum floor area, to allow a floor area adjustment for an increase of 2,400 square feet for a Floor Area Ratio of 3.16:1 in lieu of the allowable 3:1 as required per Section

12.21.1 of the LAMC. Adopted the Conditions of Approval. Adopted the Findings, and adopted the Mitigated Negative Declaration, ENV-2011-2104-MND and associated Findings.

On September 10, 2013, the City Council adopted Ordinance No. 182,720 for the recommended Vesting Zone Change and Height District Change with a 50-foot height limit. That ordinance became effective on October 30, 2013, however the ordinance was never effectuated. Therefore, the existing zoning on the site is C2-1VL-O.

Surrounding Properties:

Case No. DIR-2011-1324-DB-SPR– On October 26, 2011, the Director of Planning Conditionally Approve a Site Plan Review to allow demolition of approximately 17,400 square feet of existing commercial buildings and associated surface parking; the removal of 20 non-protected trees; And Conditionally Approve a Site Plan Review and Density Bonus Compliance Review to allow the construction of an approximately 110,465 square foot mixed-use apartment building with a maximum of 125 units, including 11 Very Low Income Affordable Units, and 7,900 square feet of ground floor retail uses. The project will provide 176 parking spaces in surface and two subterranean parking areas. The project will be 5 stories tall, with a maximum height of 56 feet with the following two incentives or concessions for a project that reserves at least 10% of total units for Very Low Income households, as defined by Ordinance 179,681 : a. Height: An 11 foot increase in height, for a maximum height of 56 feet in lieu of the permitted height of 45 feet. Floor Area Ratio: A floor area ratio of 3:1 in lieu of the permitted 1.5:1, located at 375 La Cienega Boulevard.

Density Bonus/Affordable Housing Incentive Program

In accordance with California Government Code Section 65915 and LAMC Section 12.22-A,25, in exchange for setting aside a minimum percentage of the project's units for affordable housing, the project is eligible for a density bonus, reduction in parking, and incentives allowing for relief from development standards. The applicant has requested to utilize the provisions of City and State Density Bonus laws as follows:

Density

By setting aside 11% of its base density units for Very Low Income Households, LAMC Section 12.22-A,25 allows a maximum 35% increase in the number of permitted residential units. The C2-1VL-O Zone establishes a density ratio of one (1) dwelling unit per 400 square feet of lot area. At 17,899 square feet in size (including half of the square footage of the alley), the property has a base density of 45 units (17,899 square feet of lot area divided by 400 square feet and rounded up). The 35% density bonus entitles the project to an increase of 16 units (15.75 rounded up for a total of 61 residential units. As such, the applicant is utilizing the Density Bonus Affordable Housing Incentives Program for increased density to allow the proposed 61 units.

Table 1: Density Bonus Percentages

Very Low Income Units (Percentage of Base Density)	Maximum Density Bonus Permitted (Based on Base Density)
*5 %**	*20 %**
*6 %**	*22.5 %**
*7 %**	*25 %**
*8 %**	*27.5 %**
*9 %**	*30 %**
*10 %**	*32.5 %**
*11 %**	*35 %**

Incentives and Modifications or Waivers of development standards

As previously stated, the project will set aside five (5) units or 11% of the base density for Very-Low Income Households and therefore, under both Government Code Section 65915 and the LAMC, is entitled to two (2) Incentives, in addition to other waivers or modifications of development standards that physically preclude the density bonus and incentives. The applicant has requested one (1) Off-Menu Incentive to permit a maximum FAR of 4.05:1, one (1) Off-Menu Incentive to permit a height increase to 67 feet and six (6), one (1) Off-Menu Modification or Waiver of a development standard to permit a 40% decrease in the required northerly yard/setbacks; and one (1) Off-Menu Modification or Waiver of a development standard to permit a 20 percent reduction in the required open space.

Density Bonus Housing Replacement Requirement

Pursuant to Government Code Section 65915(c)(3) and Assembly Bills 2222 and 2556, applicants of Density Bonus projects filed as of January 1, 2015 must demonstrate compliance with the housing replacement provisions which require replacement of rental dwelling units that either exist at the time of application of a Density Bonus project, or have been vacated or demolished in the five-year period preceding the application of the project. This applies to all pre-existing units that have been subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of lower or very low income; subject to any other form of rent or price control; or occupied by Low or Very Low Income households.

Pursuant to the Determination made by the Housing and Community Investment Department (HCIDLA) dated December 19, 2018 the proposed project is not required to provide any replacement units.

Public Hearing

An initial Public Hearing was held with the Hearing Officer for Case No. CPC-2019-6814-DB on June 24, 2020, at 2:00 p.m., via Teleconference.

The hearing was attended by approximately 10 people, including the applicant, the applicant's representative, and members of the public.

The applicant's representative, presented the project and reviewed the project design changes that have occurred throughout the development of the project.

The applicant described the community outreach that was completed for the project.

Two (2) members of the public made comments in general support of the project but had concerns about privacy and the legality of the overall request.

At the close of the public hearing, the Hearing Officer announced that there was no tentative date for the City Planning Commission meeting, however, a notice of public hearing would be mailed and encouraged all interested parties to send an email to the assigned Planner in order to receive future notification and determinations on the proposed project.

Public Correspondence

Approximately three (3) correspondence were received in support of the proposed project including correspondence from the Council Office in support of the project and information regarding the support of the respective neighborhood council.

One (1) email correspondence was received in opposition of the proposed project. The primary concerns include the proposed height of the building and that the project will block light and "create grid lock in an already congested neighborhood".

Issues

Professional Volunteer's Program (PVP)

The proposed project was reviewed by the Urban Design's Professional Volunteer's Program (PVP) on April 21, 2020. The following includes a list of comments provided by PVP, following by the applicant's response:

- Pedestrian First Design
  The project is pedestrian friendly and well-conceived but it needs a better relationship to the street edge. For example you could set back the retail corner to create a focal point and consider ways to buffer it from the gas station next door.

- 360 Degree Design
  The project massing is quite interesting and playful.
  Consider the power-lines and how they influence the building's design (balconies, street trees etc). Any plans to underground the lines?
  Consider adding some features/areas for children and add a pet relief area.
  The loading area is overdesigned. Can you reduce the height of the loading area (14ft) so it is not so prominent or can you accommodate the loading at the alley instead?

- Climate Adapted Design
  Consider green alley features. An idea is to collaborate with the gas station to create a green landscaped barrier between gas station and building.
  Consider providing shade in the rooftop.

In response to these concerns the applicant has partially redesigned the project. The redesigned project incorporates modified design elements including the following:

- Elevations and plans revised to incorporate select architectural details/features to indicate changes made to the loading area.

- Additional details and clarifications throughout plans.

No changes to the total floor area, unit quantity, or architectural massing were incorporated in to the redesigned project

<u>Conclusion</u>

Staff recommends that the City Planning Commission find, based on its independent judgment, after consideration of the entire administrative record, that the project is categorically exempt from CEQA, and approve the requested Density Bonus, Off-menu Incentives and Off-menu Modifications or Waivers of development standards.

CONDITIONS OF APPROVAL

Pursuant to Sections 12.22-A.25 of the Los Angeles Municipal Code, the following conditions are hereby imposed upon the use of the subject property:

Development Conditions:

1. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the architectural plans, renderings, and materials submitted by the Applicant, dated July 27, 2020, stamped "Exhibit A," and attached to the subject case file. Minor deviations may be allowed in order to comply with the provisions of the LAMC or the project conditions. Changes beyond minor deviations required by other City Departments or the LAMC may not be made without prior review by the Department of City Planning, Expedited Processing Section, and written approval by the Director of City Planning. Each change shall be identified and justified in writing.

2. **Residential Density**. The project shall be limited to a maximum density of 61 dwelling units.

3. **Affordable Units.**

   a. A minimum of five (5) dwelling units, or 11% of the base dwelling units, shall be reserved for Very Low Income Households, as defined by Government Code Section 65915(C)(2).

   b. **Changes in Restricted Units**. Deviations that increase the number of restricted affordable units or that change the composition of units or change parking numbers shall be consistent with LAMC Section 12.22-A,25.

4. **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 11% of the site's base density units available to Very Low Income Households, for sale or rental as determined to be affordable to such households by HCIDLA for a period of 55 years. 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.

5. **Incentives.**

   a. **FAR.** The project shall be permitted a maximum FAR of 4.05:1.

   b. **Height.** A maximum height of 67 feet and six (6) stories is permitted.

6. **Waivers or modifications of development standards.**

   a. **Yards/Setbacks.** The project shall be permitted a 40% decrease in the required northerly yard/setbacks.

   b. **Open Space**. The project shall be permitted a 20% reduction in the required open space, provided that the landscaping for the Housing Development Project is sufficient to qualify for the number of landscape points equivalent to 10% more than otherwise required by Section 12.40 of this Code and Landscape Ordinance Guidelines “O”.

7. **Parking**.

a. Parking shall be provided in compliance with the Municipal Code and to the satisfaction of the Department of Building and Safety. No variance from the parking requirements has been requested or granted herein.

b. **Unbundling.** Required parking may be sold or rented separately from the units, with the exception of all Restricted Affordable Units which shall include any required parking in the base rent or sales price, as verified by HCIDLA.

c. **Adjustment of Parking.** In the event that the number of Restricted Affordable Units should increase or the composition of such units should change (i.e. the number of bedrooms, or the number of units made available to Senior Citizens and/or Disabled Persons), and no other Condition of Approval or incentive is affected, then no modification of this determination shall be necessary, and the number of parking spaces shall be re-calculated by the Department of Building and Safety based upon the ratios set forth pursuant to LAMC Section 12.22-A,25.

d. **Bicycle Parking**. Bicycle parking shall be provided in compliance with the Los Angeles Municipal Code, Section 12.21-A,16 and to the satisfaction of the Department of Building and Safety.

8. **Landscaping.**

a. Any trees planted on any rooftop or podium shall be planted in a minimum 48-inch deep planter.

b. All open areas not used for buildings, driveways, parking areas, or recreational facilities or walks shall be attractively landscaped and maintained in accordance with a landscape development plan and an automatic irrigation plan, prepared by a licensed Landscape Architect and to the satisfaction of the decision maker.

9. **Solar Panels.** Solar panels shall be installed on the project’s rooftop space to be connected to the building’s electrical system. A minimum 15% of the roof area shall be reserved for the installation of a solar photovoltaic system, to be installed prior to the issuance of a certificate of occupancy, in substantial conformance with the plans stamped “Exhibit A”.

10. **Electric Vehicle Parking.** All electric vehicle charging spaces (EV Spaces) and electric vehicle charging stations (EVCS) shall comply with the regulations outlined in Sections 99.04.106 and 99.05.106 of Article 9, Chapter IX of the LAMC.

11. **Lighting.** Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties, the public right-of-way, nor from above.

12. **Graffiti.** All graffiti on the site shall be removed or painted over to match the color of the surface to which it is applied within 24 hours of its occurrence.

13. **Roof Structures.** Any structures on the roof, such as air conditioning units and other mechanical equipment, shall be fully screened (with such screening material incorporated

in the design of the project) from public right of way and adjoining properties. The building parapet may be used to screen mechanical equipment as long as it fully obstructs the view of the mechanical equipment from abutting properties.

Administrative Conditions

14. **Approvals, Verification and Submittals**. Copies of any approvals, guarantees or verification of consultations, reviews or approval, plans, etc, as may be required by the subject conditions, shall be provided to the Department of City Planning for placement in the subject file.

15. **Code Compliance.** All area, height and use regulations of the zone classification of the subject property shall be complied with, except wherein these conditions explicitly allow otherwise.

16. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assign. The agreement must be submitted to the Department of City Planning for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Department of City Planning for attachment to the file.

17. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public offices, legislation or their successors, designees or amendment to any legislation.

18. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.

19. **Building Plans.** A copy of the first page of this grant and all Conditions and/or any subsequent appeal of this grant and its resultant Conditions and/or letters of clarification shall be printed on the building plans submitted to the Development Services Center and the Department of Building and Safety for purposes of having a building permit issued.

20. **Corrective Conditions.** The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the City Planning Commission, or the Director pursuant to Section 12.27.1 of the Municipal Code, to impose additional corrective conditions, if, in the Commission's or Director's opinion, such conditions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.

21. **Expedited Processing Section.** Prior to the clearance of any conditions, the applicant shall show proof that all fees have been paid to the Department of City Planning, Expedited Processing Section.

22. **Indemnification and Reimbursement of Litigation Costs.**

    Applicant shall do all of the following:

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

b. Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.

c. Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than $50,000. The City's failure to notice or collect the deposit does not relieve the applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (b).

d. Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (b).

e. If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

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

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

For purposes of this condition, the following definitions apply:

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

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

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

FINDINGS

<u>Density Bonus/Affordable Housing Incentives / Waivers Compliance Findings</u>

1. **Pursuant to Section 12.22-A,25 of the LAMC and Government Code 65915, the Director shall approved a density bonus and requested incentive(s) / waiver(s) unless the director finds that:**

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

   The record does not contain substantial evidence that would allow the City Planning Commission to make a finding that the requested incentives / waivers do not result in identifiable and actual cost reduction 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 project provides 11% of the base units for Very Low Income Households as a means to qualify for the 35% Density Bonus and the requested Off-Menu Incentives and Waivers or Modifications of development standards. The requested Incentives for a height increase and a FAR increase will result in a building design that provides cost reductions for affordable housing. The requests will allow the developer to expand the building envelope so the additional and affordable units can be constructed and the overall space dedicated to residential uses is increased. The increase in the height and FAR will allow for the construction of additional units that will result in a reduction in the cost of constructing affordable housing. These Incentives supports the applicant's decision to set aside five (5) dwelling units for Very Low Income Households for 55 years.

   The requested Off-Menu Waivers or Modifications of a development standards to permit the reduction in the required northerly yard/setbacks and the reduction in the required open space are necessary because such requirements preclude the Housing Development from constructing the Density Bonus and affordable units. Limiting the full build out of the project decreases the number of units including affordable units.

   b. *The incentives/waivers <u>will have</u> a specific adverse impact upon public health and safety or the physical environment, or on any real property that is listed in the California Register of Historical Resources and for which there are no feasible method to satisfactorily mitigate or avoid the Specific Adverse Impact without rendering the development unaffordable to Very Low, Low and Moderate Income households. Inconsistency with the zoning ordinance or the general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety.*

   There is no substantial evidence in the record that the proposed incentives / waivers will have a specific adverse impact. A "specific adverse impact" is defined as, "a significant, quantifiable, direct and unavoidable impact based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22-A,25(b)). As required by Section 12.22-A,25(e)(2), the project meets the eligibility criterion that is required for density bonus projects. The project also does not involve a contributing structure in a designated Historic

Preservation Overlay Zone or on the City of Los Angeles list of Historical-Cultural Monuments. Therefore, there is no substantial evidence that the proposed incentive(s)/waiver(s) will have a specific adverse impact on public health and safety.

c. *The incentives/waivers are contrary to state or federal law.*

There is no substantial evidence in the record that the proposed incentives/waivers are contrary to state or federal law.

CEQA Findings

2. The Department of City Planning determined that the project is exempt from CEQA pursuant to CEQA Guidelines Section 15332, Class 32, and that there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2, applies. As described in the Environmental Narrative attached to the Notice of Exemption for Case No. ENV-2019-6815-CE, the project qualifies as an in-fill development under the Class 32 exemption.

The project is consistent with the applicable general plan land use designation and all applicable general plan policies as well as with the applicable zoning designation and regulations.

The subject site is wholly within the City of Los Angeles, on a site that is approximately 0.35 acres in size. Lots adjacent to the subject properties are developed with the following urban uses: commercial and multi-family developments. The site is currently developed with four (4) one-story, commercial buildings totaling approximately 5,385 square feet, associated surface parking (8 spaces), and an approximately 47.5-foot tall two-sided billboard structure. and is surrounded by development and therefore is not, and has no value as, a habitat for endangered, rare or threatened species. In addition, there are no trees on the site.

The project would not result in any significant effects related to traffic, noise, air quality, or water quality.

- The project will be subject to Regulatory Compliance Measures (RCM), which requires compliance with the City of Los Angeles Noise Ordinance, pollutant discharge, dewatering, stormwater conditions; and Best Management Practices for stormwater runoff. These RCMs will ensure the project will not have significant impacts on noise and water.

- A Traffic Impact Analysis, dated February 2019, and updated November 2019, was prepared by Overland Traffic Consultants, Inc. and reviewed by the Los Angeles Department of Transportation for the proposed project indicating that the project will not result in significant impacts to traffic.

- An Air Quality Study, dated November 2019, was prepared by CAJA Environmental Services, LLC for the proposed project indicating that the project will result in less than significant impacts to air quality.

- A Noise Study, dated November 2019, was prepared by CAJA Environmental Services, LLC for the proposed project indicating that noise impacts would be less than significant.

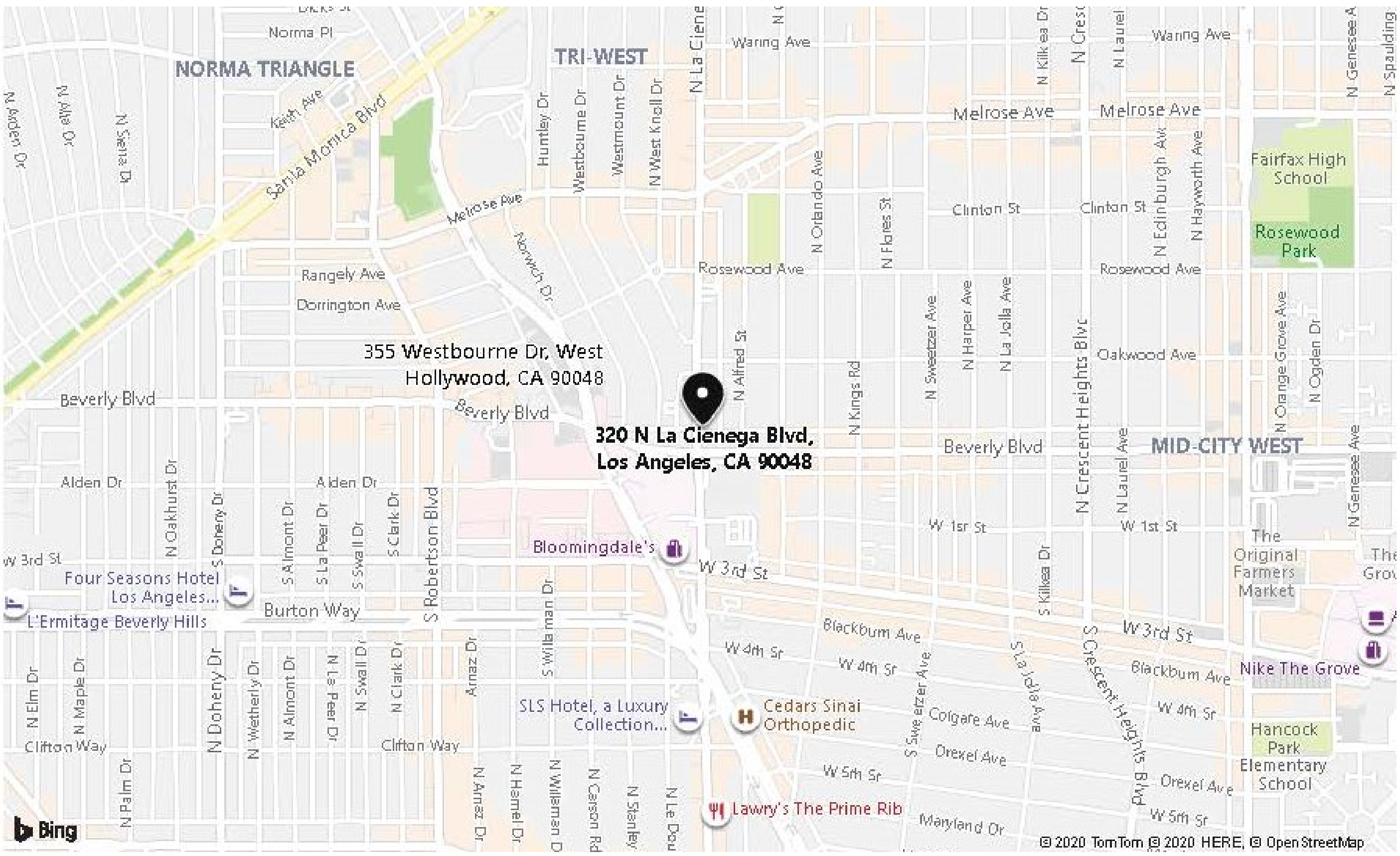
The project site will be adequately served by all public utilities and services given that the construction of the new six-story, 60,056 square-foot mixed-use building with 61 dwelling units, and 4,097 square feet of commercial space with 77 parking spaces, 56 long-term and eight (8) bicycle spaces within three (3) levels of subterranean and one (1) ground level of parking will be on a site which has been previously developed and is consistent with the General Plan. Therefore, the project meets all of the Criteria for the Class 32.

Exceptions to Categorical Exemptions

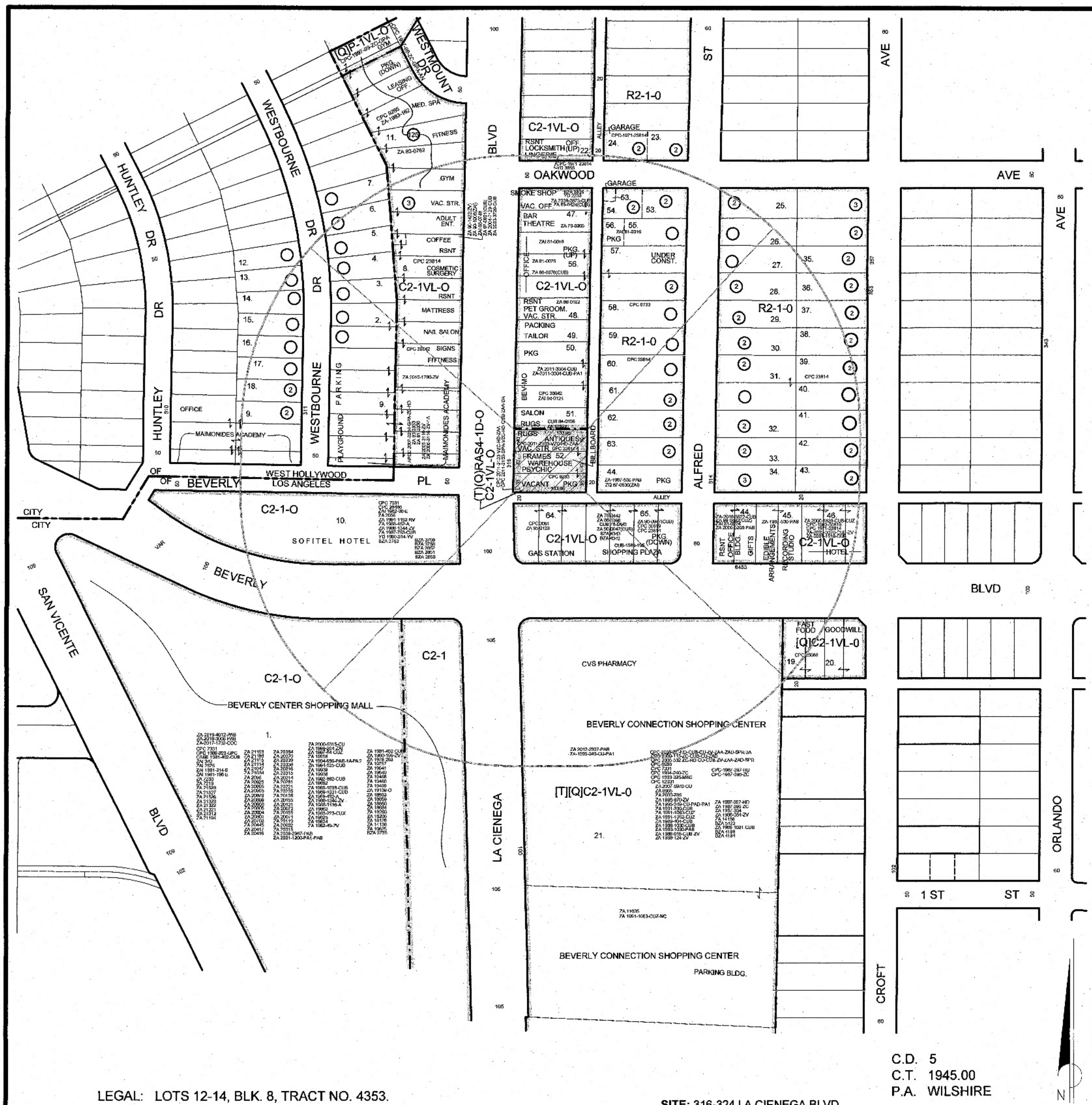
There are six (6) exceptions to categorical exemptions must be considered in order to find a project exempt from CEQA: (a) Location; (b) Cumulative Impacts; (c) Significant Effect; (d) Scenic Highways; (e) Hazardous Waste Sites; and (f) Historical Resources.

The project is not located on or near any environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies. There is not a succession of known projects of the same type and in same place as the subject project. The project would not reasonably result in a significant effect on the environment due to unusual circumstances. The project is not located near a State Scenic Highway. The only State Scenic Highway within the City of Los Angeles is the Topanga Canyon State Scenic Highway, State Route 27. Furthermore, according to Envirostor, the State of California’s database of Hazardous Waste Sites, neither the subject site, nor any site in the vicinity is identified as an active hazardous waste site. The project site has not been identified as a historic resource by local or state agencies, and the project site has not been determined to be eligible for listing in the National Register or Historic Places, California Register of Historical Resources, the Los Angles Historic-Cultural Monuments Register, and/or any local register, and was not found to be a potential historic resource based on the City’s HistoricPlacesLA website or SurveyLA, the citywide survey of Los Angeles. Based on this, the project will not result in a substantial adverse change to the significance of a historic resource and this exception does not apply.

Vicinity Map



Radius Map



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gcmapping@radiusmaps.com

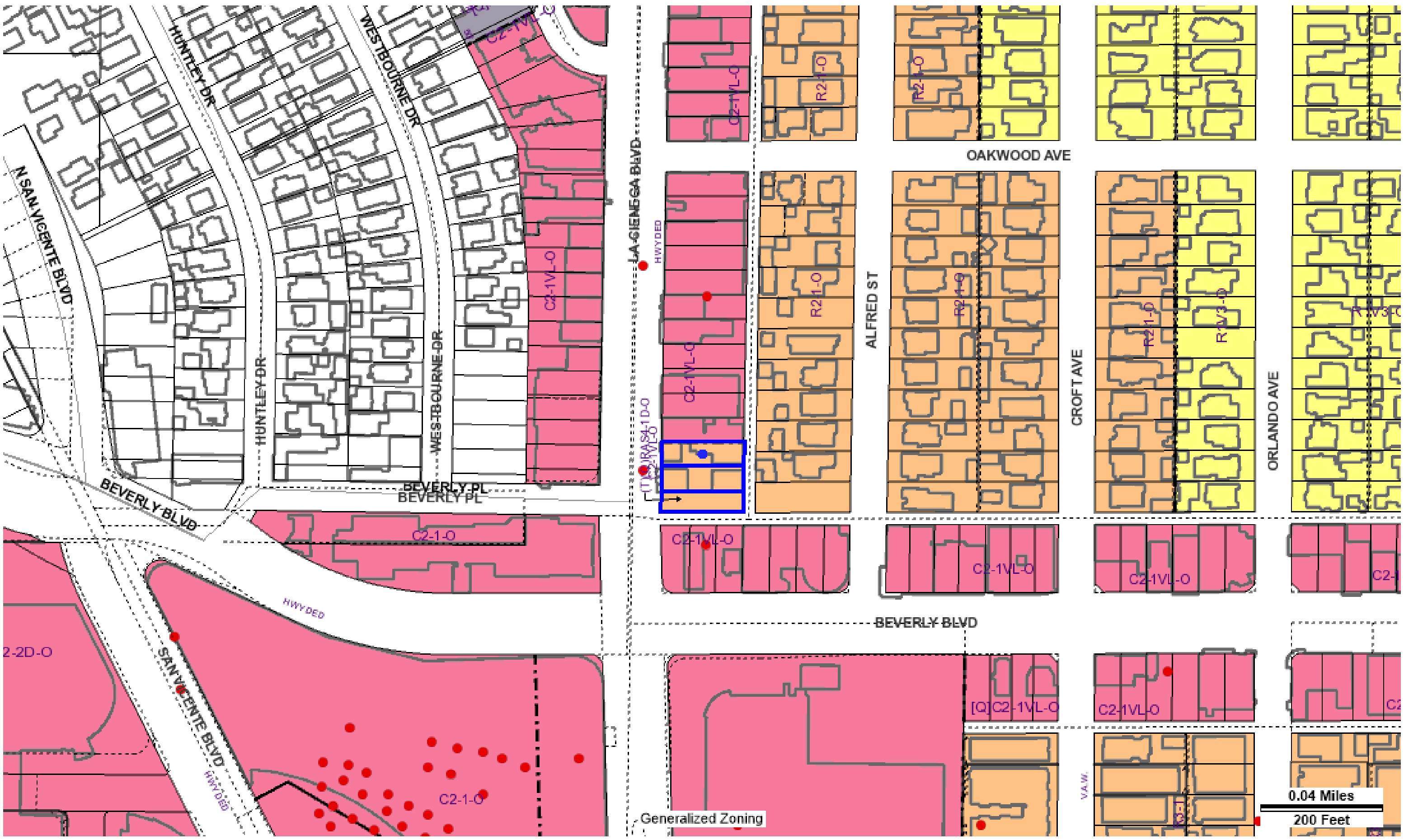
AFFORDABLE HOUSING DENSITY BONUS

0.35 NET AC.

CASE NO.
DATE: 08-26-2019
SCALE: 1" = 100'
USES FIELD
D.M. 138 B 173

T.B. PAGE: 592 GRID: J-7

Zoning Map



HUNTLEY DR
WESTBOURNE DR
N SAN VICENTE BLVD
LA CIENEGA BLVD
HWY DED
OAKWOOD AVE
ALFRED ST
CROFT AVE
ORLANDO AVE
C2-1VL-O
R2-1-O
R3-1-O
R1V3-O
BEVERLY PL
BEVERLY BLVD
C2-1-O
2-2D-O
SAN VICENTE BLVD
[Q]C2-1VL-O
Generalized Zoning
0.04 Miles
200 Feet

Exhibit A

Site Plan,
Floor Plan,
Elevations and
Landscape Plan

320 La Cienega

LOS ANGELES, CA

PROJECT: 320 La Cienega
316-324 N. La Cienega Blvd. Los Angeles, CA 90048

DATE: July 27th, 2020

PURPOSE: Planning Meeting

Beverly La Cienega LLC

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EXHIBIT "A"
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Case No. CPC-2019-6814-DB

UNIT TYPE

ALL UNITS ARE 1 BEDROOM UNITS

Unit Type	Unit Area	Total Count
A1	952 SF	13
A2	722 SF	24
A3	647 SF	8
A4	704 SF	3
A5	676 SF	4
A6	757 SF	4
A7	874 SF	1
A7+	1016 SF	1
A8	840 SF	2
A9	757 SF	1

Grand total: 61

FLOOR AREA RATIO (FAR)

REQUIRED SETBACKS PER ZONE (LAMC 12.22.A.18):

FRONT:0' COMMERCIAL

REAR: 0'

SOUTH SIDE: 0' COMMERCIAL

NORTH SIDE: 0' COMMERCIAL
5'+1' FOR EVERY STORY ABOVE 2ND = 9'

LOT AREA 15,410 SF + 1/2 OF ALLEY 2,489 SF = 17,899 SF
BUILDABLE AREA: 14,834 SF

60,056 SF / 14,834 SF = 4.05 FAR
Note: See Off-Menu Incentive #1 for 4.05 FAR request

Area Schedule (FAR)

LEVEL 1	4,792 SF
LEVEL 2	11,361 SF
LEVEL 3	12,137 SF
LEVEL 4	12,131 SF
LEVEL 5	10,162 SF
LEVEL 6	9,472 SF
Grand total: 6	60,056 SF

TOTAL COMMERICAL SF 4,097 SF
TOTAL RESIDENTIAL SF: 55,937 SF
TOTAL PROJECT SF: 60,056 SF

STORIES: 6
HEIGHT: 67'
Note: See Off-Menu Incentive #2 for increased Height request

PARKING

AUTOS

PARKING REQUIREMENTS

	PARKING RATIO	QUALIFIER	STALLS REQ'D	STALLS REDUCED	TOTAL PROVIDED
RESIDENTIAL	1 / UNIT	61 UNITS < 3 HABITABLE ROOMS	61	N/A	61
COMMERCIAL	1 / 250 S.F.	4,097 S.F.	16	N/A	16
TOTAL REQUIRED PARKING					77
TOTAL PROVIDED PARKING					77

PARKING PROVIDED PER LEVEL

LOCATION	STANDARD	ACCESSIBLE	COMPACT	TOTAL
LEVEL 1	4	1	1	6
LEVEL P1	13	1	5	19
LEVEL P2	13	0	12	25
LEVEL P3	14	0	13	27
TOTAL PROVIDED	44	2	32	77

ACCESSIBLE PARKING REQUIREMENTS

	RATIO / REQUIRED	TOTAL PROVIDED
RESIDENTIAL		
ACCESSIBLE RESIDENTIAL (PER CBC 1109.A.4)	61 X 2% = 1.22 = 2	2
ACCESSIBLE RESIDENTIAL VAN	1:8 (1/8 = 1)	1 OF 2
COMMERCIAL		
ACCESSIBLE COMMERCIAL (PER 11B-208.2)	1 to 25 SPACES = 1	1
ACCESSIBLE COMMERCIAL VAN STALLS	1:6 (1/6 = 1)	1 OF 1
TOTAL ACCESSIBLE STALLS REQUIRED	3 (2 RES + 1 COMM, INCL. 2 VAN)	3 (2 RES + 1 COMM, INCL. 2 VAN)

BIKES

PARKING REQUIREMENTS

THIS PROJECT IS SUBJECT TO THE LOS ANGELES CITY BICYCLE ORDINANCE (LAMC 12.21.A.16)

LONG TERM STALLS RESIDENTIAL

UNIT COUNT = 61 UNITS
LONG TERM BICYCLE PARKING =
1/UNIT FOR FIRST 25 = 25
1.5/UNIT FOR 26-100 = 24

RESIDENTIAL LONG TERM BICYCLE SPOTS REQUIRED = 49

SHORT TERM STALLS RESIDENTIAL

UNIT COUNT = 61 UNITS
SHORT TERM BICYCLE PARKING
1 / 10 UNITS FOR FIRST 25 = 2.5
1 / 15 UNITS FOR 26-100 UNITS = 2.4

RESIDENTIAL SHORT TERM BICYCLE SPOTS REQUIRED = 5

LONG TERM STALLS COMMERICAL

COMMERICAL SQFT = 4,097 SF
LONG TERM BICYCLE PARKING = 1 / 2,000 SF (2 MIN)

COMMERICAL LONG TERM BICYCLE SPOTS REQUIRED = 3

SHORT TERM STALLS COMMERICAL

COMMERICAL SQFT = 4,097 SF
SHORT TERM BICYCLE PARKING = 1 / 2,000 SF (2 MIN)

COMMERICAL SHORT TERM BICYCLE SPOTS REQUIRED = 3

LONG TERM BICYCLE STALLS REQUIRED = 52
LONG TERM BICYCLE STALLS PROVIDED = 56

SHORT TERM BICYCLE STALLS REQUIRED = 8
SHORT TERM BICYCLE STALLS PROVIDED = 8

OPEN SPACE

Area Schedule (Open Space)

LEVEL 2	
BALCONY	450 SF
INTERIOR COMMON AREA	568 SF
LEVEL 3	
BALCONY	450 SF
LEVEL 4	
BALCONY	450 SF
LEVEL 5	
BALCONY	250 SF
EXTERIOR OPEN SPACE	2,321 SF
INTERIOR COMMON AREA	448 SF
LEVEL 6	
BALCONY	250 SF
Grand total: 40	5,187 SF

OPEN SPACE REQUIRED (LAMC 12.21.G.2) = 6,100 SF
OPEN SPACE REQUIRED (with 20% reduction) = 4,880 SF
OPEN SPACE PROVIDED = 5,187 SF

Note: See requested Density Bonus Incentives & Waivers Summary above.

PROJECT DESCRIPTION

PROJECT DESCRIPTION	NEW CONSTRUCTION CONSISTS OF 6 STORIES TOTAL INCLUDES 5 STORIES OF RESIDENTIAL (TYPE IIIA) OVER 1 STORY COMMERCIAL, AMENITIES AND PARKING WITH 3 BASEMENT PARKING LEVELS (TYPE IA) BELOW.
PROJECT ADDRESS	316-324 N. LA CIENEGA BLVD. LOS ANGELES, CA 90048 APN: 5514-012-008, 5514-012-009
LEGAL DESCRIPTION	LOT 12, 13 AND 14, IN BLOCK 8 OF TRACT NO. 4353, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 74 PAGE(S) 25 AND 26 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.
LOT AREA	0.35 ACRES (15,410 S.F.)
ZONING INFORMATION	C2 - 1VL - O
CODES	2016 CALIFORNIA BUILDING CODE (CBC), ELECTRICAL (CEC), ENERGY (T24), MECHANICAL (CMC), PLUMBING (CPC) - WITH LOCAL AMENDMENTS, INCLUDING SEISMIC STANDARDS APPROVED BY LADBS.
FUNDING SOURCE	100% PRIVATELY FUNDED

DENSITY BONUS INCENTIVES & WAIVERS

RESIDENTIAL DENSITY:
(LAMC 12.22.A.25)

PROPOSED RESIDENTIAL DENSITY

PERMITTED NO. OF UNITS PER C2 ZONE: 45
AFFORDABLE HOUSING DENSITY BONUS: 35% (LAMC 12.22.A.25)

ZONING PERMITTED NO. OF UNITS x DENSITY BONUS = 45 x 1.35 = 61
45 BASE UNITS + 15.75 BONUS UNITS = 60.75 UNITS = 61 UNITS

MAX ALLOWABLE UNITS: 61
PROJECT PROPOSED UNITS: 61

VLI UNITS TO BE PROVIDED = 11%
45 UNITS x 11% = 4.95 UNITS = 5 UNITS

OFF-MENU INCENTIVES :
(per LAMC 12.22.A.25)

OFF-MENU INCENTIVE #1: FLOOR AREA RATIO (FAR)

ZONING PERMITTED FAR (C2): 1.5:1
PROPOSED FAR: 4.05:1

OFF-MENU INCENTIVE #2: INCREASED HEIGHT

ZONING PERMITTED HEIGHT: 45'
ZONING PERMITTED NO. OF STORIES: 3

PROPOSED HEIGHT: 67'
PROPOSED NO. OF STORIES: 6

WAIVERS AND CONCESSIONS
(per CA Government Code 65915(e))

WAIVER #1: REDUCTION OF ARCHITECTURAL STEPBACK FOR UPPER FLOORS

REQUIRED (PER LAMC 12.22.A.18 AND C2 ZONE)
FRONT: 0'
REAR: 0'
SIDE (N): 5'+1' FOR EVERY STORY ABOVE 2ND = 9'
SIDE (S): 0'

PROPOSED (PER CA GOV'T CODE 65915(e))
FRONT: 0'
REAR: 0'
SIDE (N): 5'
SIDE (S): 0'

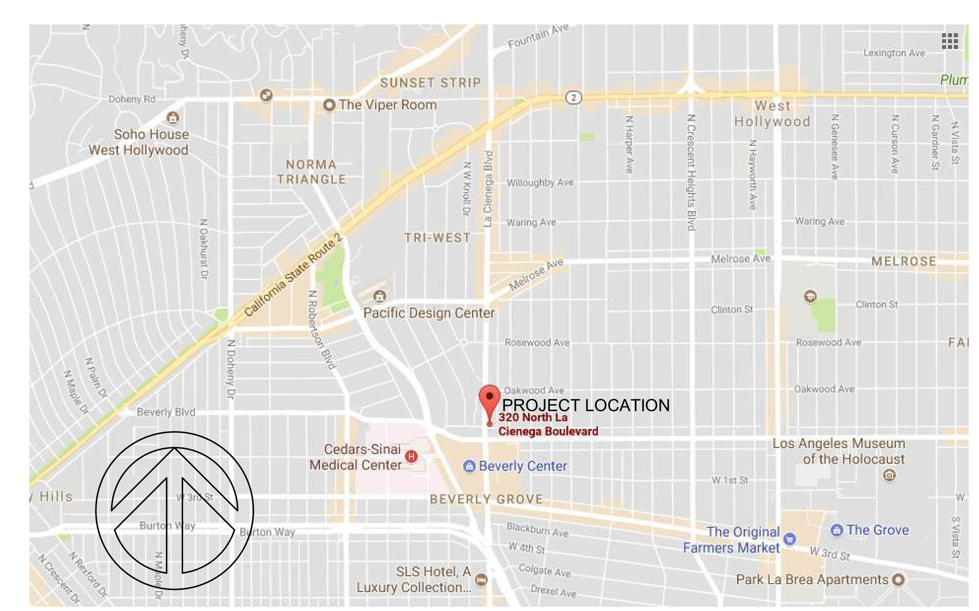
WAIVER #2: 20% REDUCTION IN REQUIRED OPEN SPACE (OS)

REQUIRED OS (LAMC 12.21.G.2)
6,100 SF (61 units x 100 SF)

PROPOSED OS WITH 20% REDUCTION
4,880 SF (6,100 x 0.8)
TOTAL PROPOSED OPEN SPACE: 5,502 SF

SHEET INDEX

VICINITY MAP



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Beverly La Cienega LLC

LICENSED ARCHITECT JAMES TROY DIXON No. C-18900 REN. 7-31-19 STATE OF CALIFORNIA

2017441 | August 27th, 2020

PROJECT INFORMATION

scale: 12" = 1'-0"

G001

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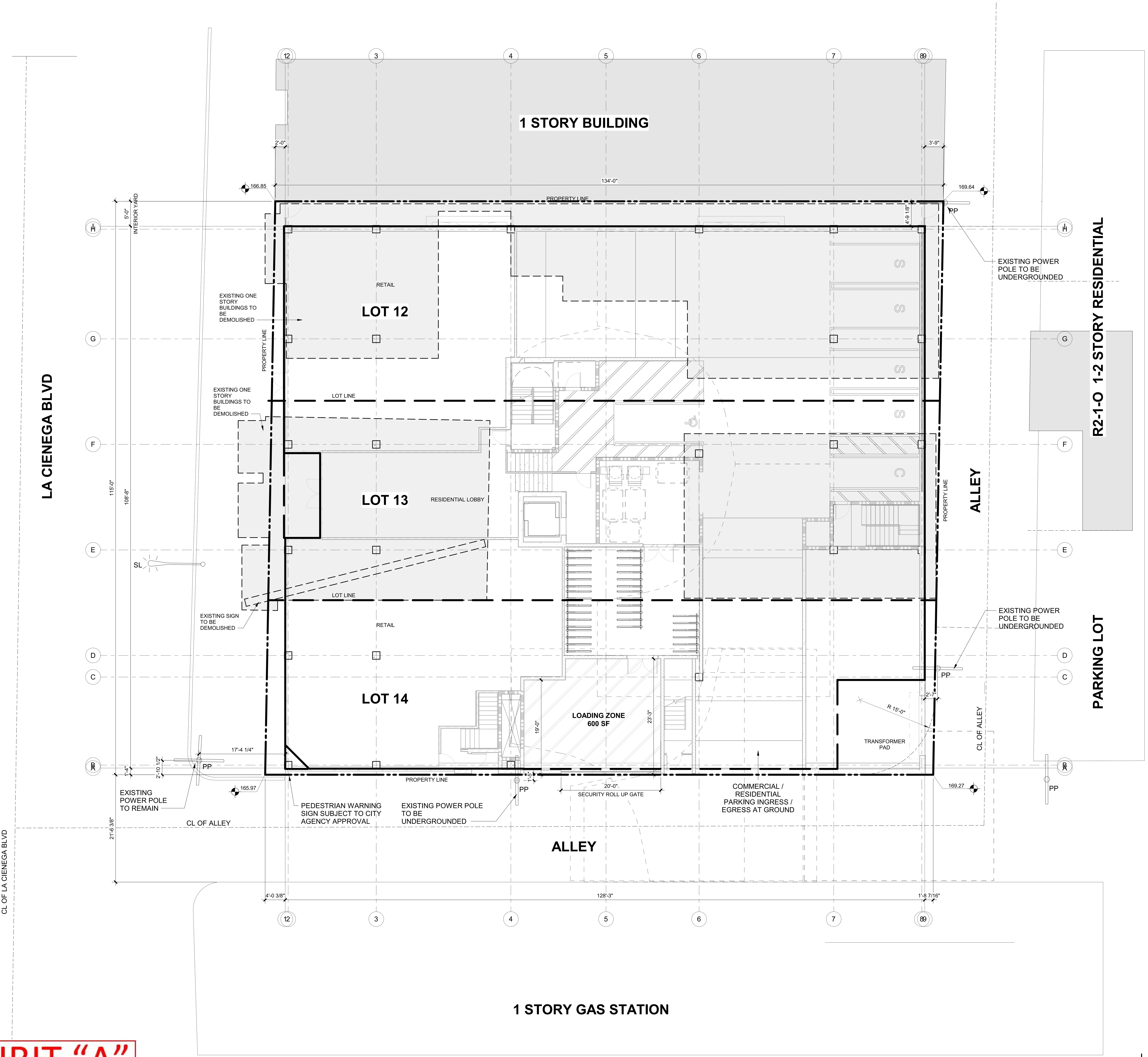

SITE PLAN

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

1

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JAMES TROY DIXON
No. C-18900
REN. 7-31-19
STATE OF CALIFORNIA

2017441 | March 25, 2020

SITE PLAN

scale: 1/8" = 1'-0"

A000

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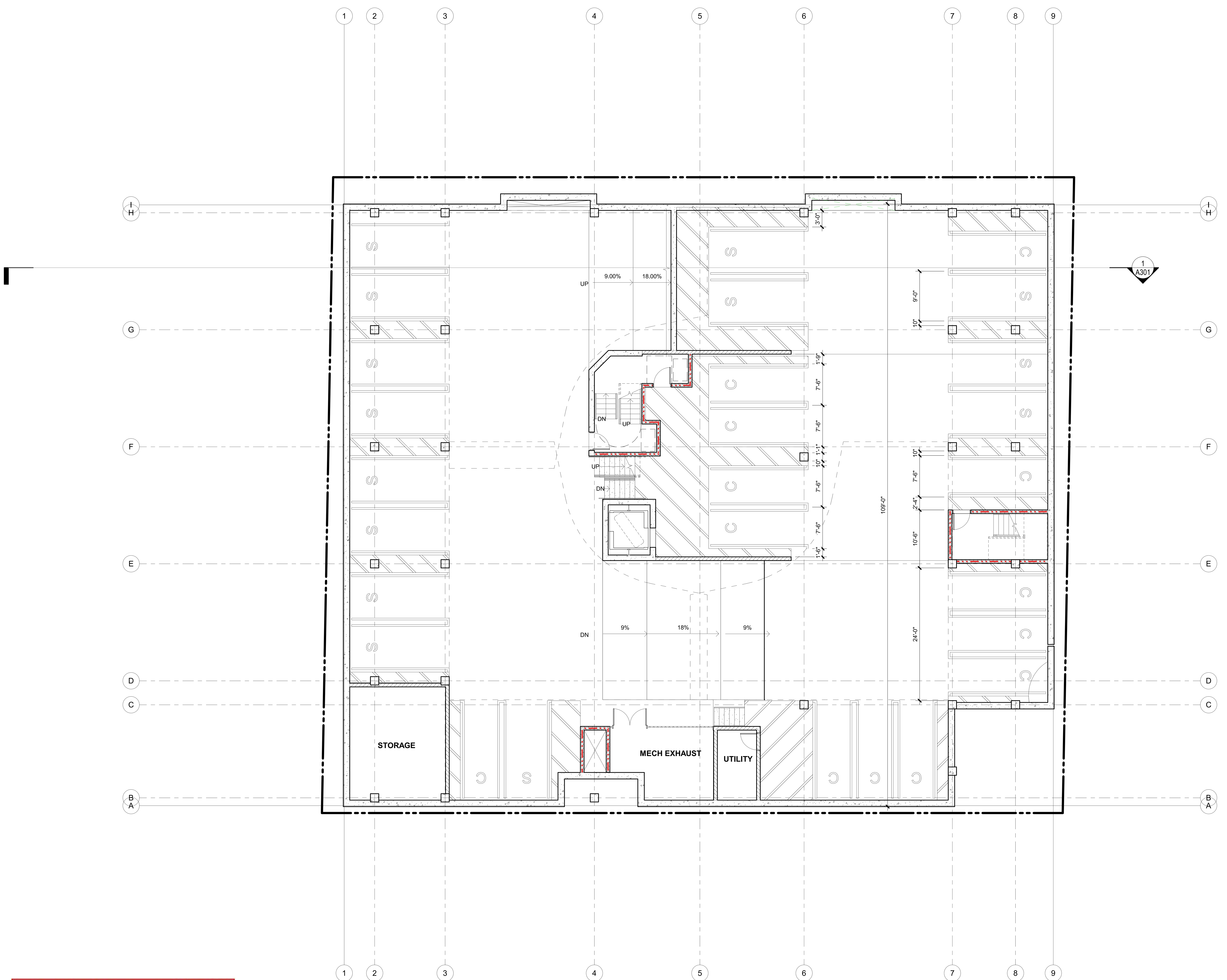

LEVEL P3 - FLOOR PLAN
SCALE: 1/8" = 1'-0"

1

2017441 | August 27th, 2020

LEVEL P3 - GARAGE FLOOR PLAN

scale: 1/8" = 1'-0"

A098

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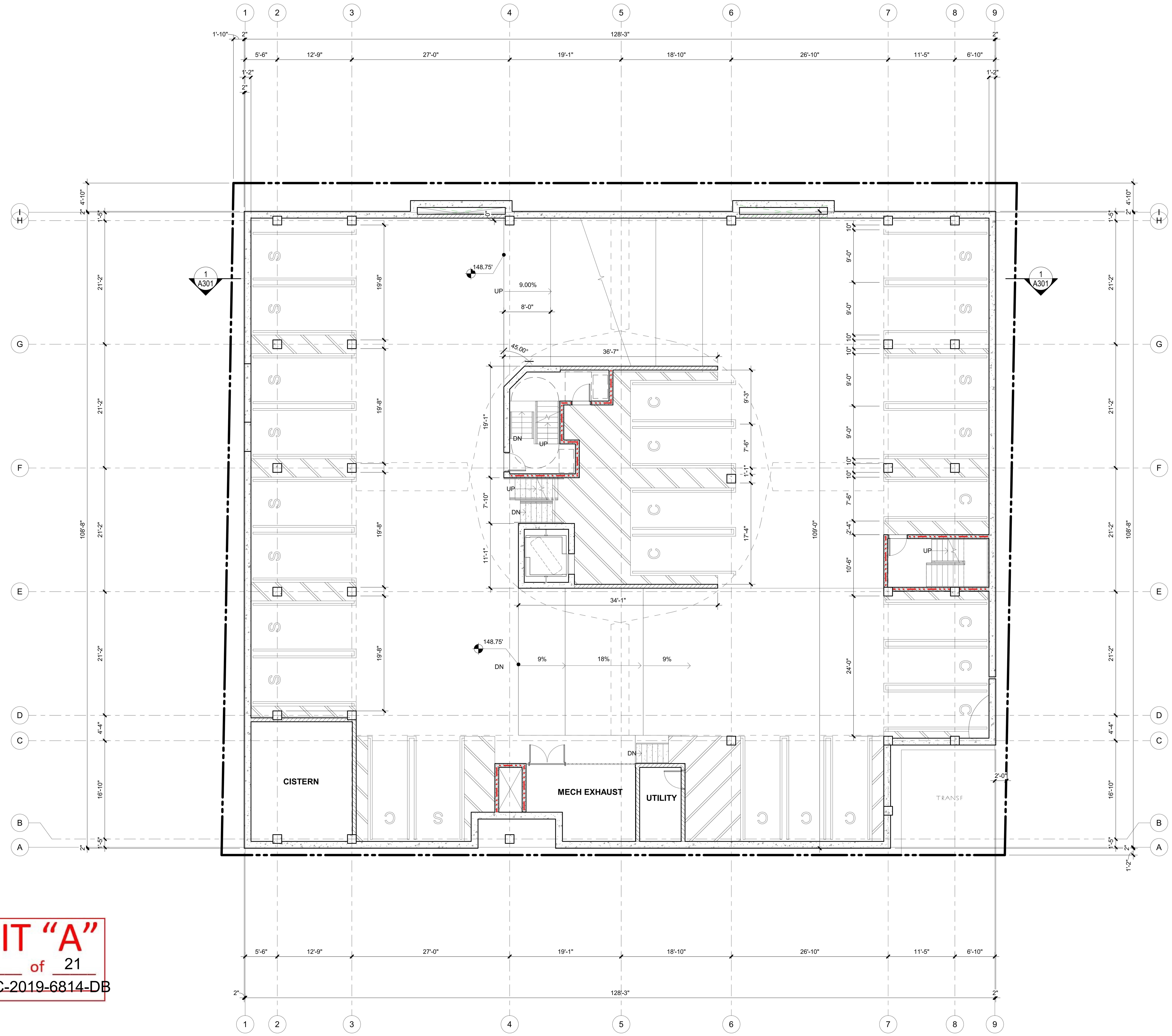

LEVEL P2 - FLOOR PLAN

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

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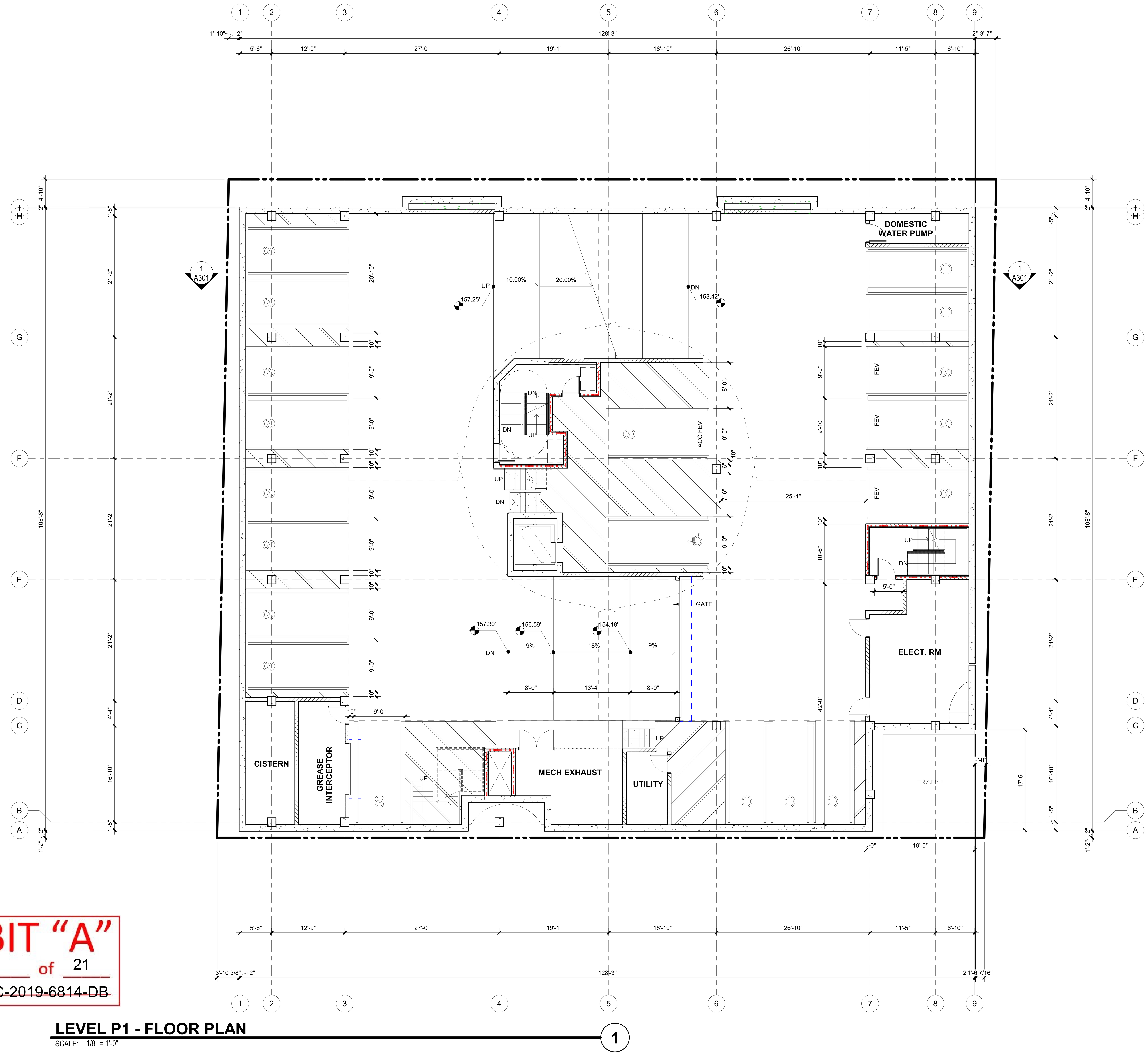
REN. 7-31-19
STATE OF CALIFORNIA

2017441 | August 27th, 2020

LEVEL P2 - GARAGE FLOOR PLAN

scale: 1/8" = 1'-0"

A099



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LEVEL P1 - FLOOR PLAN 1
SCALE: 1/8" = 1'-0"

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2017441 | August 27th, 2020

LEVEL P1 - GARAGE FLOOR PLAN

scale: 1/8" = 1'-0"

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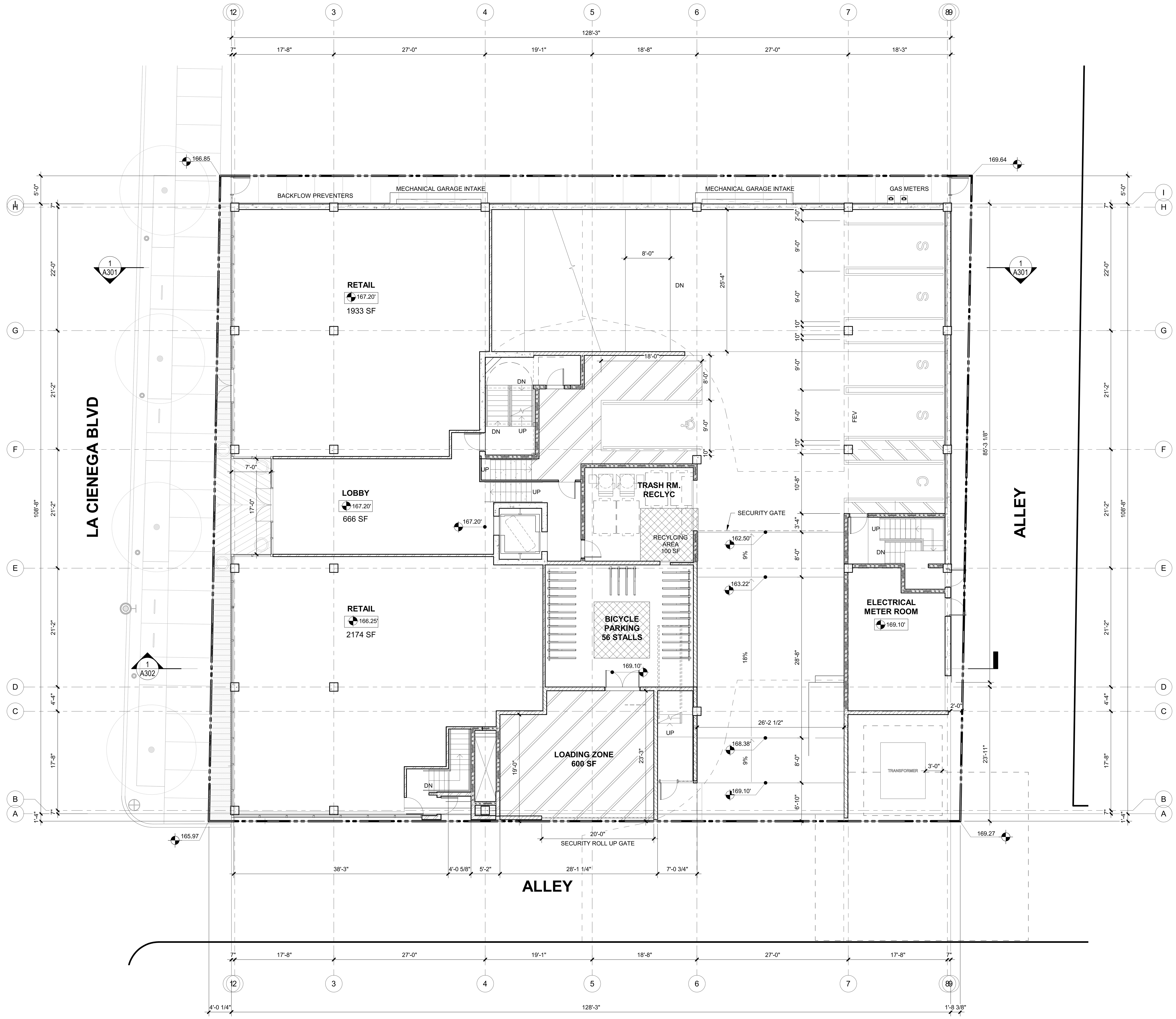

LEVEL 1 - FLOOR PLAN

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

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JAMES TROY DIXON
No. C-16900
REN. 7-31-19
STATE OF CALIFORNIA

2017441 | August 27th, 2020

LEVEL 1 - OVERALL FLOOR PLAN

scale: 1/8" = 1'-0"

A101

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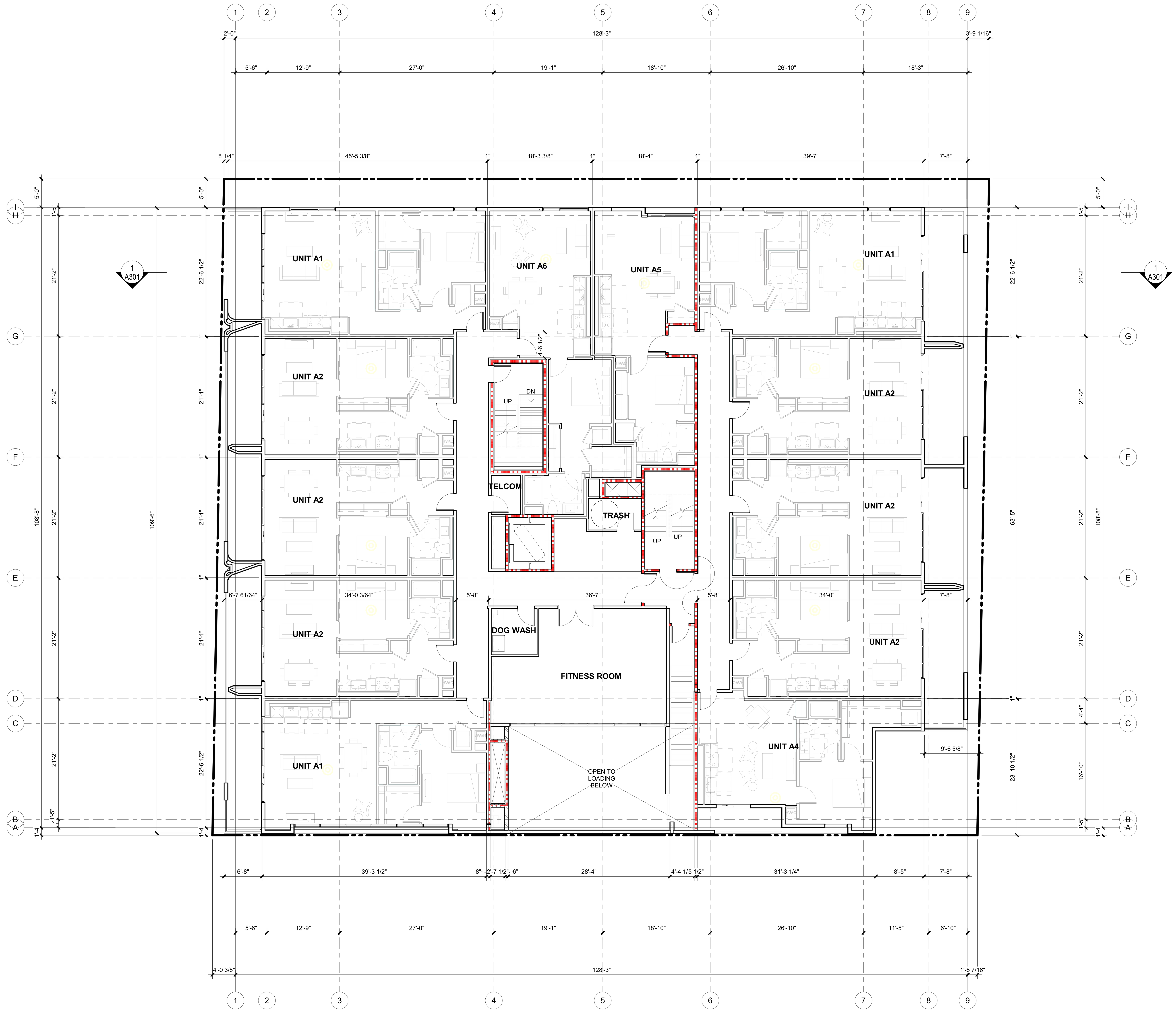

LEVEL 2 - FLOOR PLAN

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

1

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No. C-18900
REN. 7-31-19
STATE OF CALIFORNIA

2017441 | August 27th, 2020

LEVEL 2 - OVERALL FLOOR PLAN

scale: 1/8" = 1'-0"

A102

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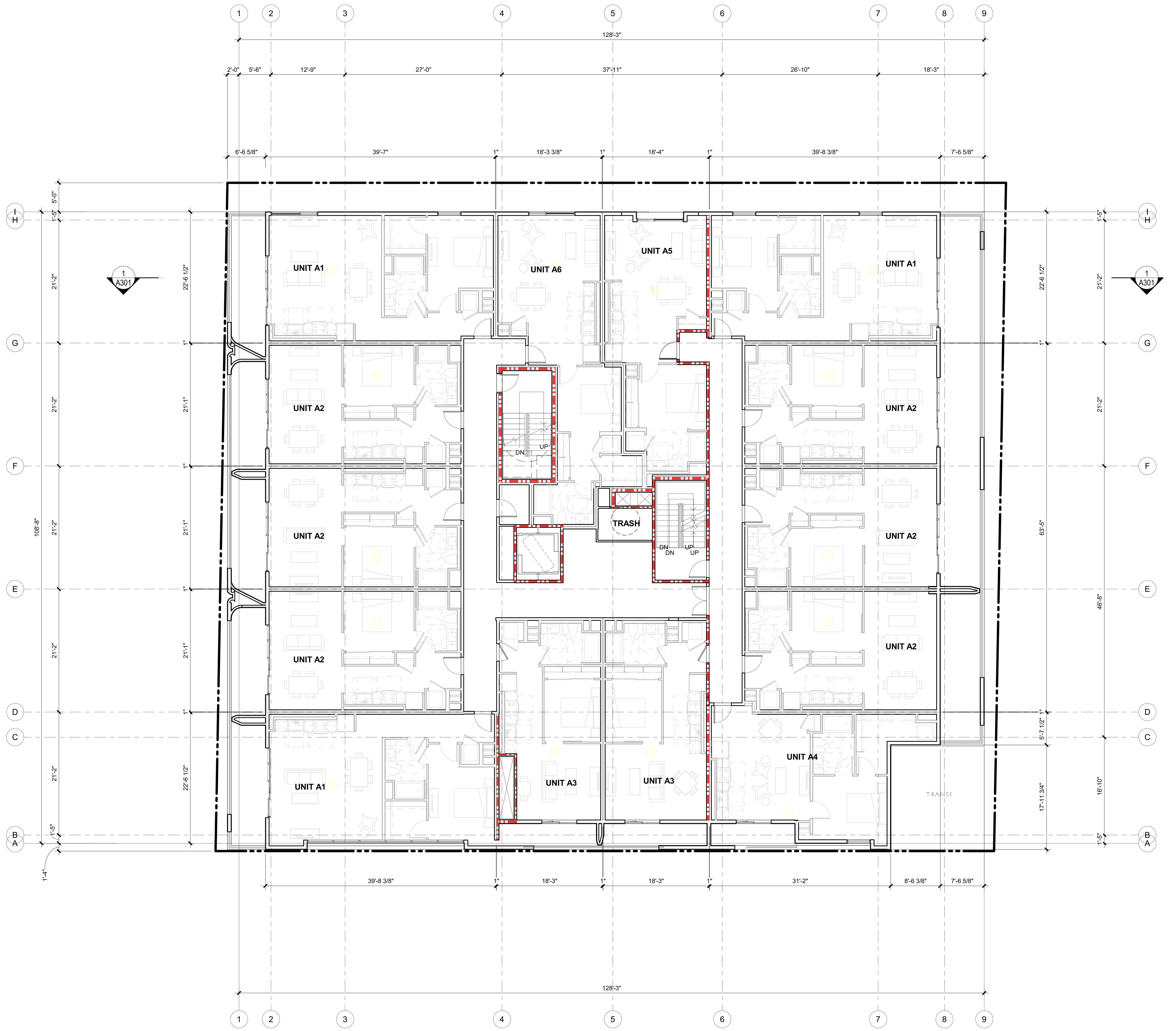

LEVEL 3 - 4 - FLOOR PLAN

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

1

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320 La Cienega
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Beverly La Cienega LLC

LICENSED ARCHITECT
JAMES TROY DIXON
No. C-18900
REN. 7-31-19
STATE OF CALIFORNIA

2017441 | March 25, 2020

LEVEL 4 - OVERALL FLOOR PLAN

scale: 1/8" = 1'-0"

A104

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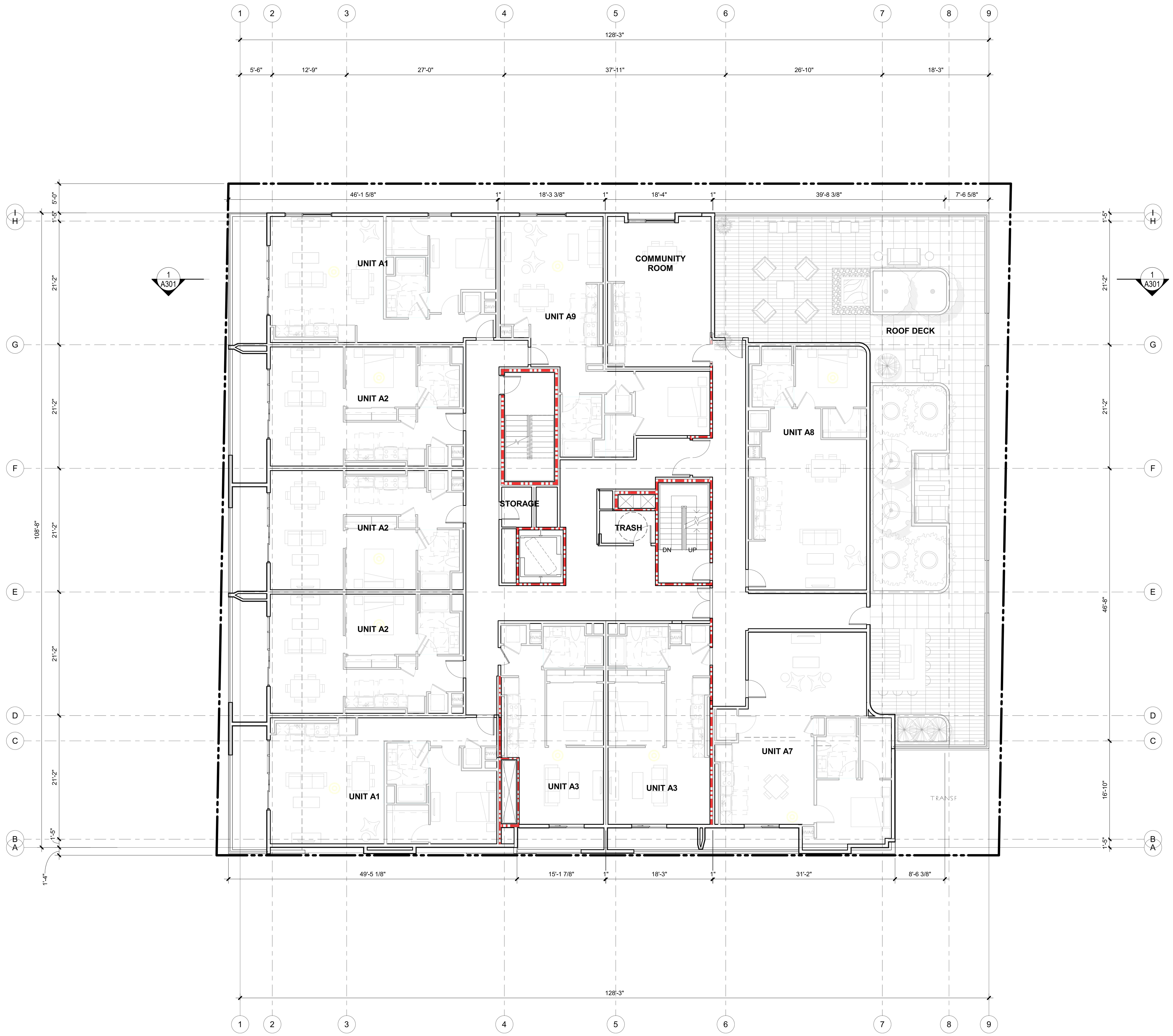
Case No. CPC-2019-6814-DB



LEVEL 5 - FLOOR PLAN

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

1

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Case No. CPC-2019-6814-DB

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REN. 7-31-19
STATE OF CALIFORNIA

2017441 | August 27th, 2020

LEVEL 5 - OVERALL FLOOR PLAN

scale: 1/8" = 1'-0"

A105

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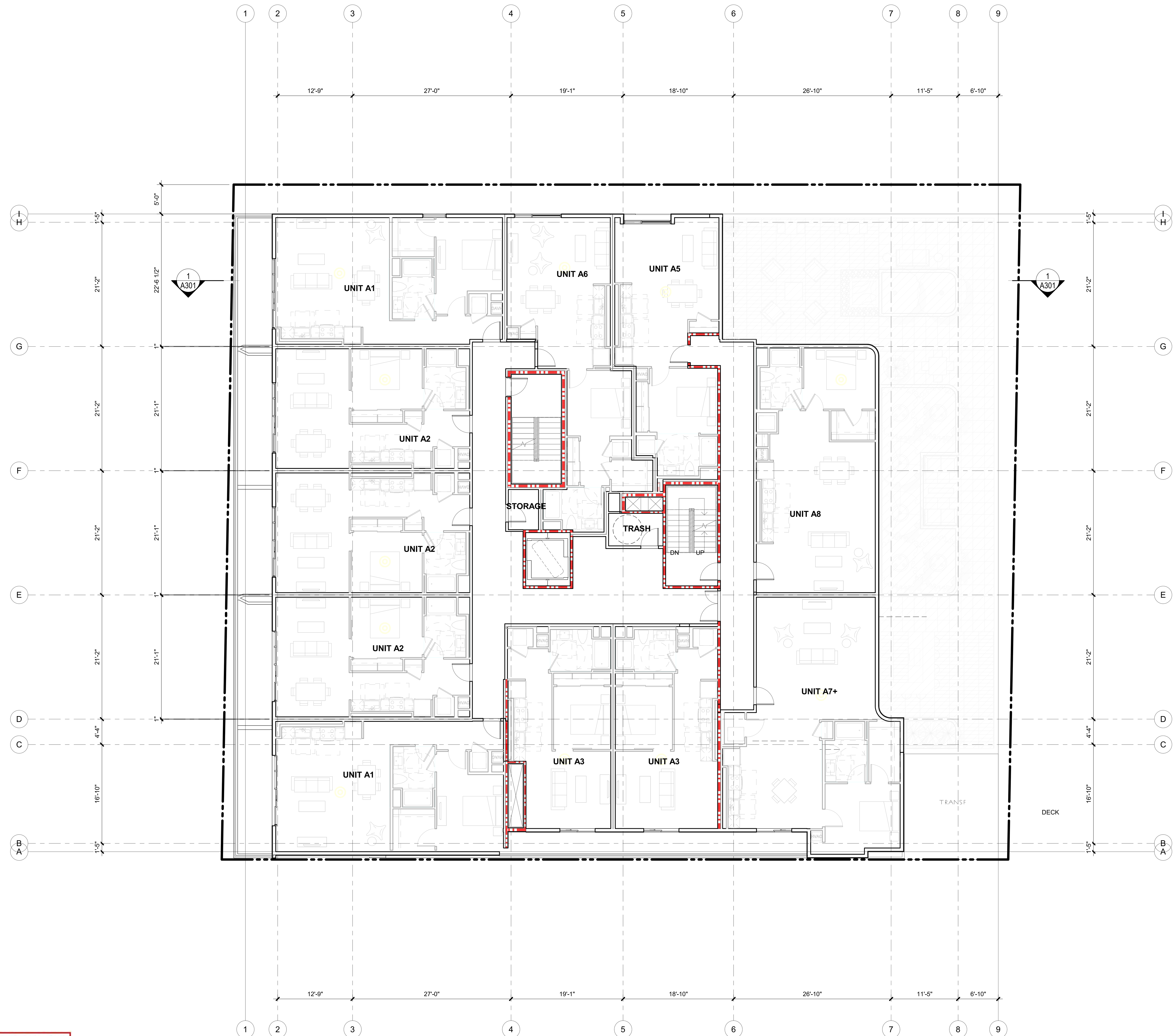

LEVEL 6 - FLOOR PLAN

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

1

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Beverly La Cienega LLC

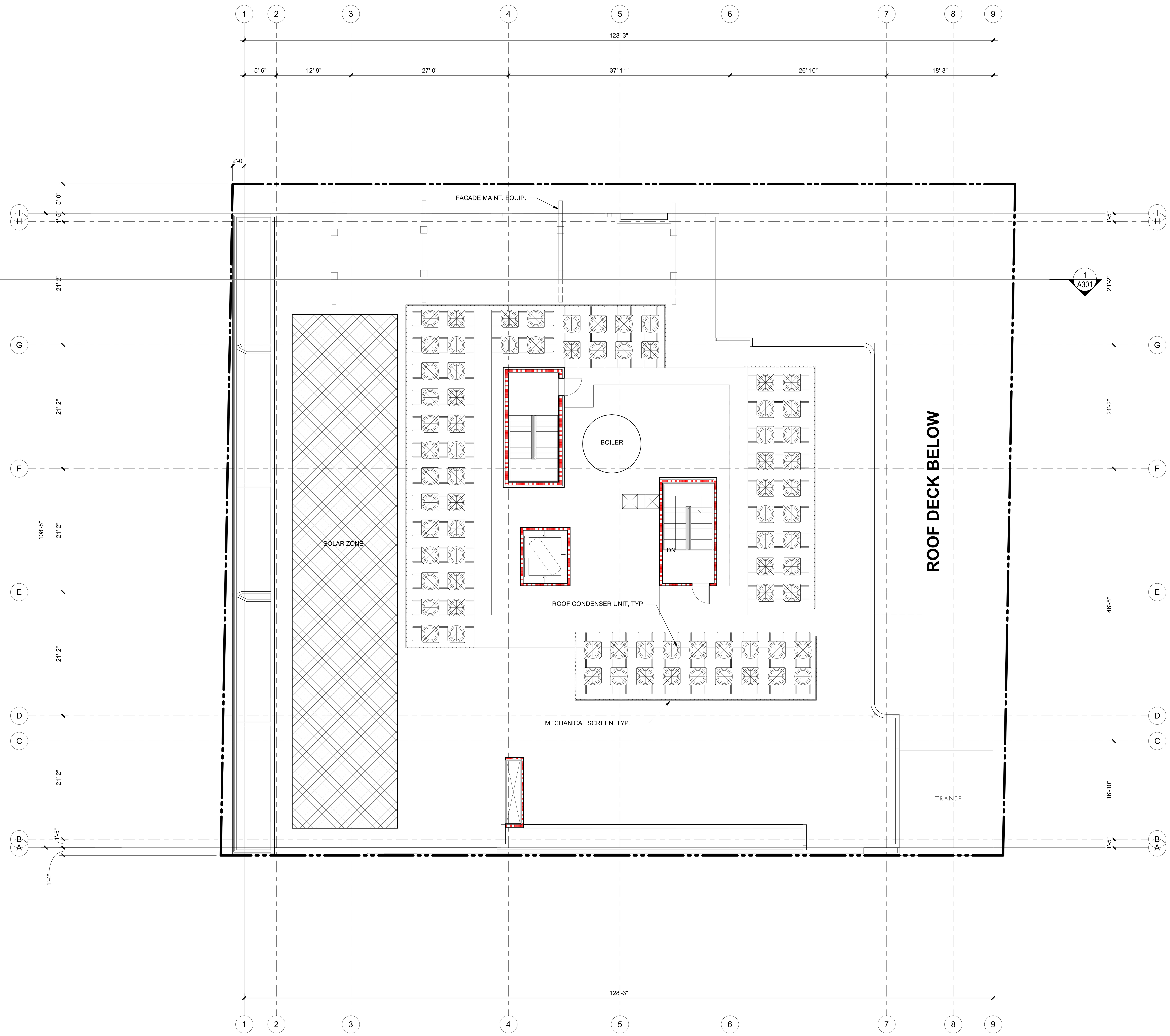
LICENSED ARCHITECT
JAMES TROY DIXON
No. C-16900
REN. 7-31-19
STATE OF CALIFORNIA

2017441 | August 27th, 2020

LEVEL 6 - OVERALL FLOOR PLAN

scale: 1/8" = 1'-0"

A106



ROOF PLAN 1

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

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No. C-18900
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STATE OF CALIFORNIA

2017441 | August 27th, 2020

ROOF LEVEL - OVERALL FLOOR PLAN

scale: 1/8" = 1'-0"

A107

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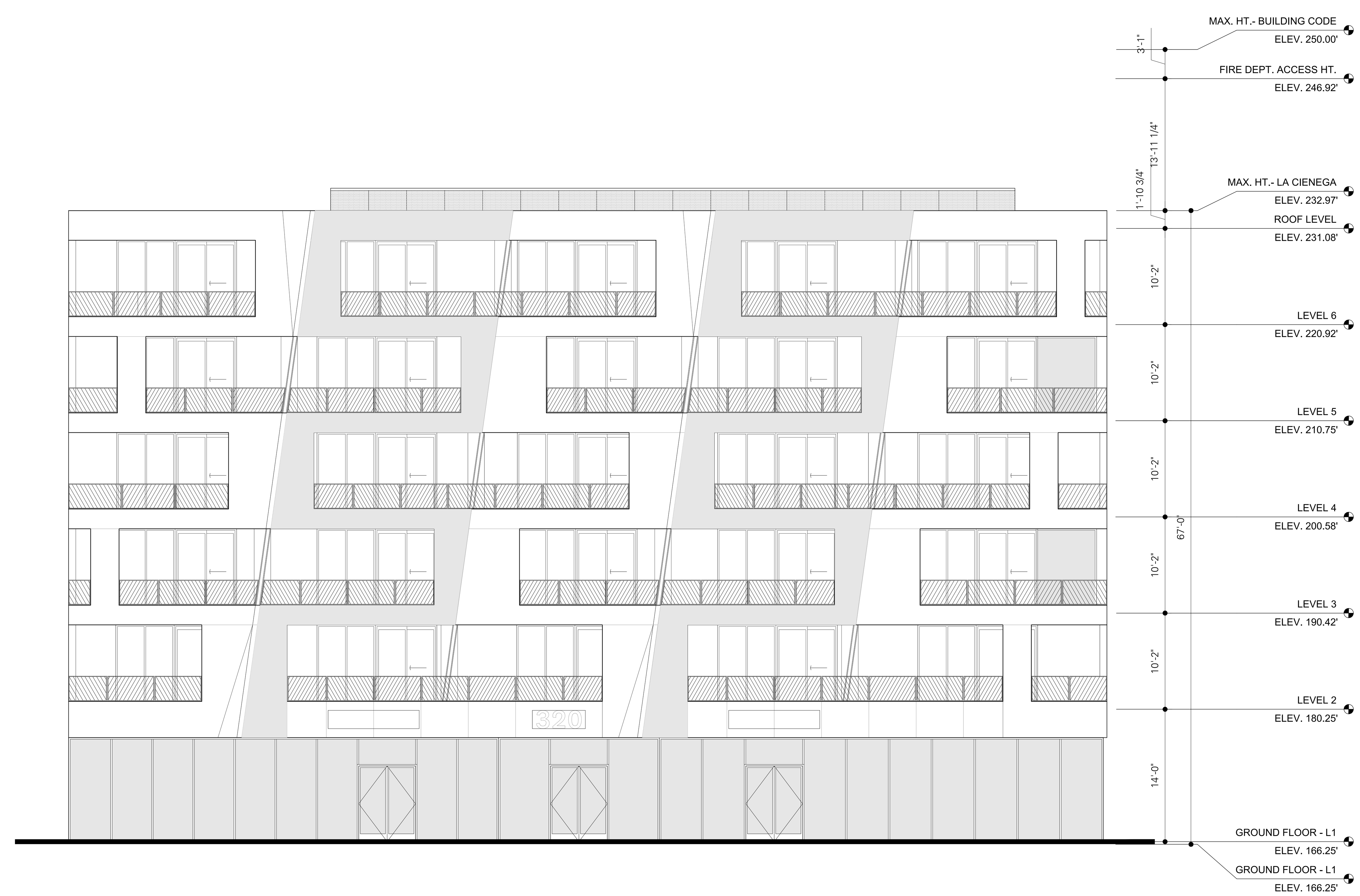
SOUTH ELEVATION 2

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



WEST ELEVATION 1

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

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No. C-18900
REN. 7-31-19
STATE OF CALIFORNIA

2017441 | August 27th, 2020

EXTERIOR ELEVATIONS

scale:

A201

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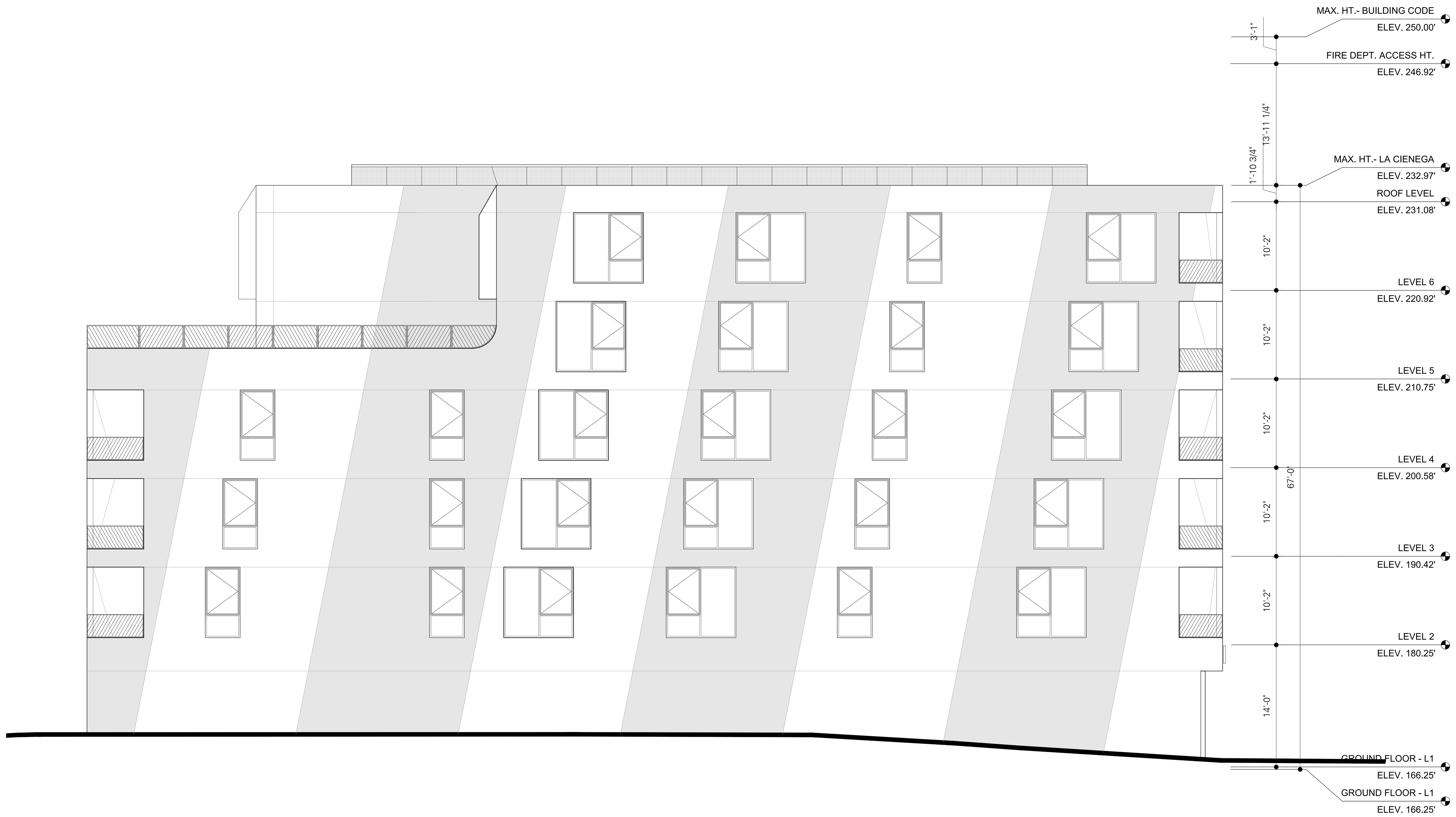

NORTH ELEVATION
SCALE: 1/8" = 1'-0"
2

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

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JAMES TROY DIXON
No. C-16900
REN. 7-31-19
STATE OF CALIFORNIA

2017441 | August 27th, 2020

EXTERIOR ELEVATIONS

scale:

A202

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LICENSED ARCHITECT
JAMES TROY DIXON
No. C-16900
REN 7-31-19
STATE OF CALIFORNIA

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AXONOMETRIC VIEWS

scale:

A251

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Page No. 15 of 21
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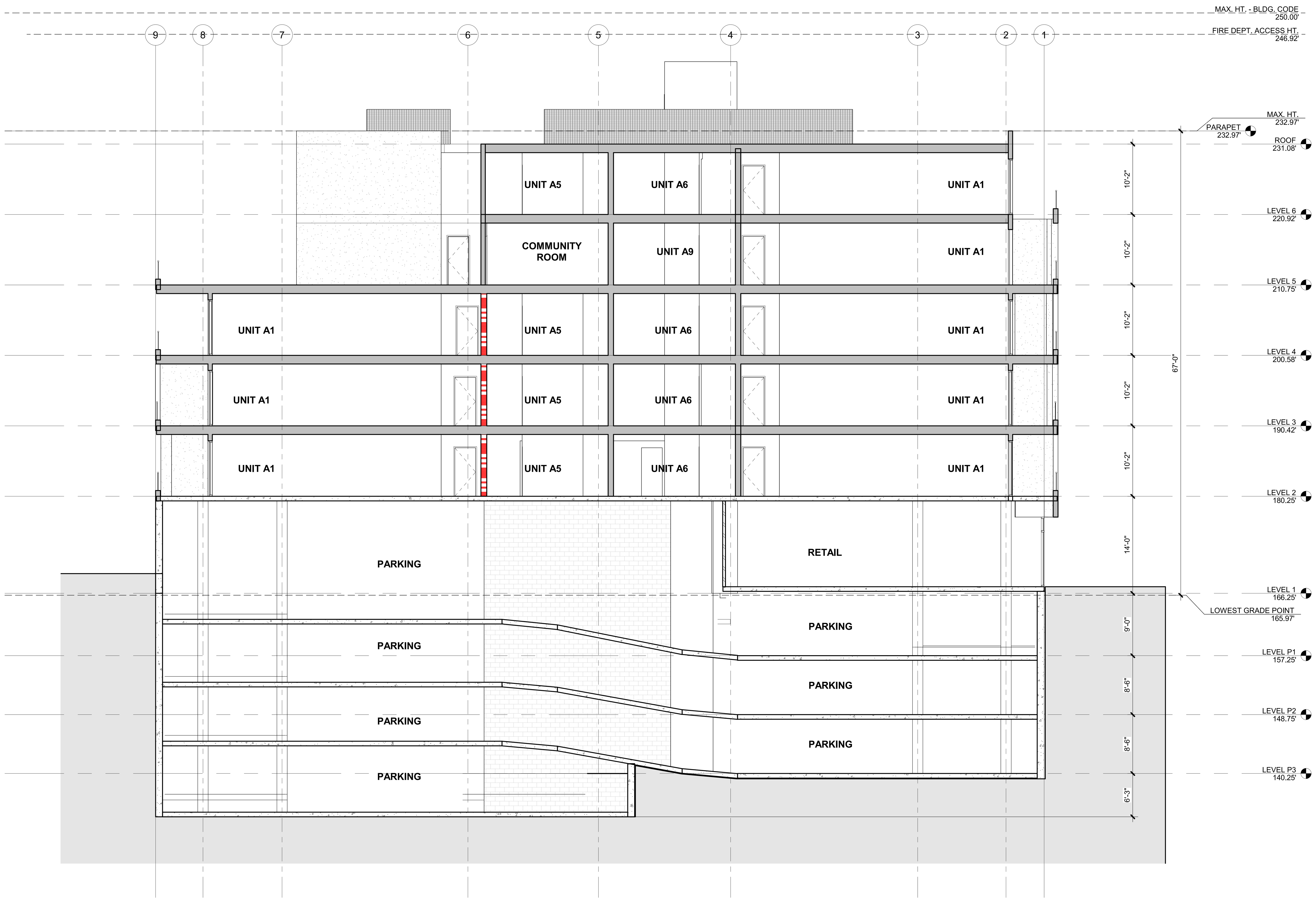
REN. 7-31-19
STATE OF CALIFORNIA



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EAST - WEST SECTION THRU RAMP

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

1

2017441 | August 27th, 2020

BUILDING SECTIONS

scale: 1/8" = 1'-0"

A301

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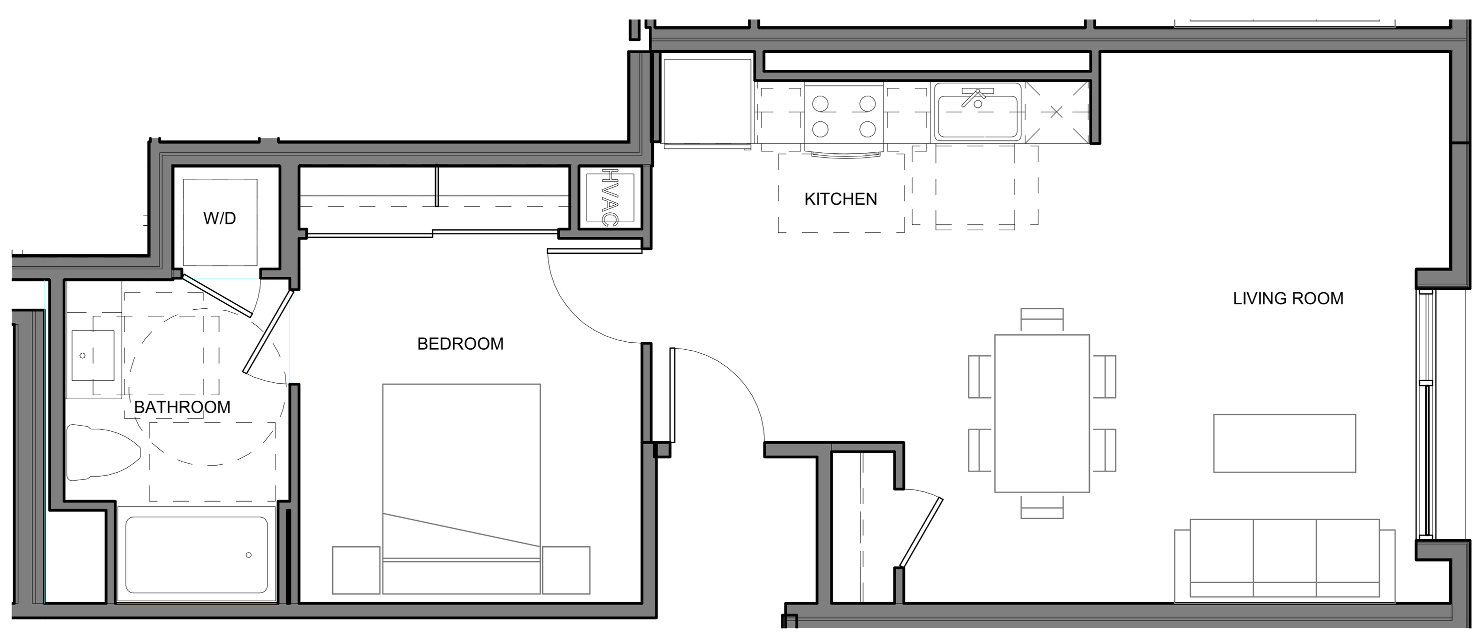
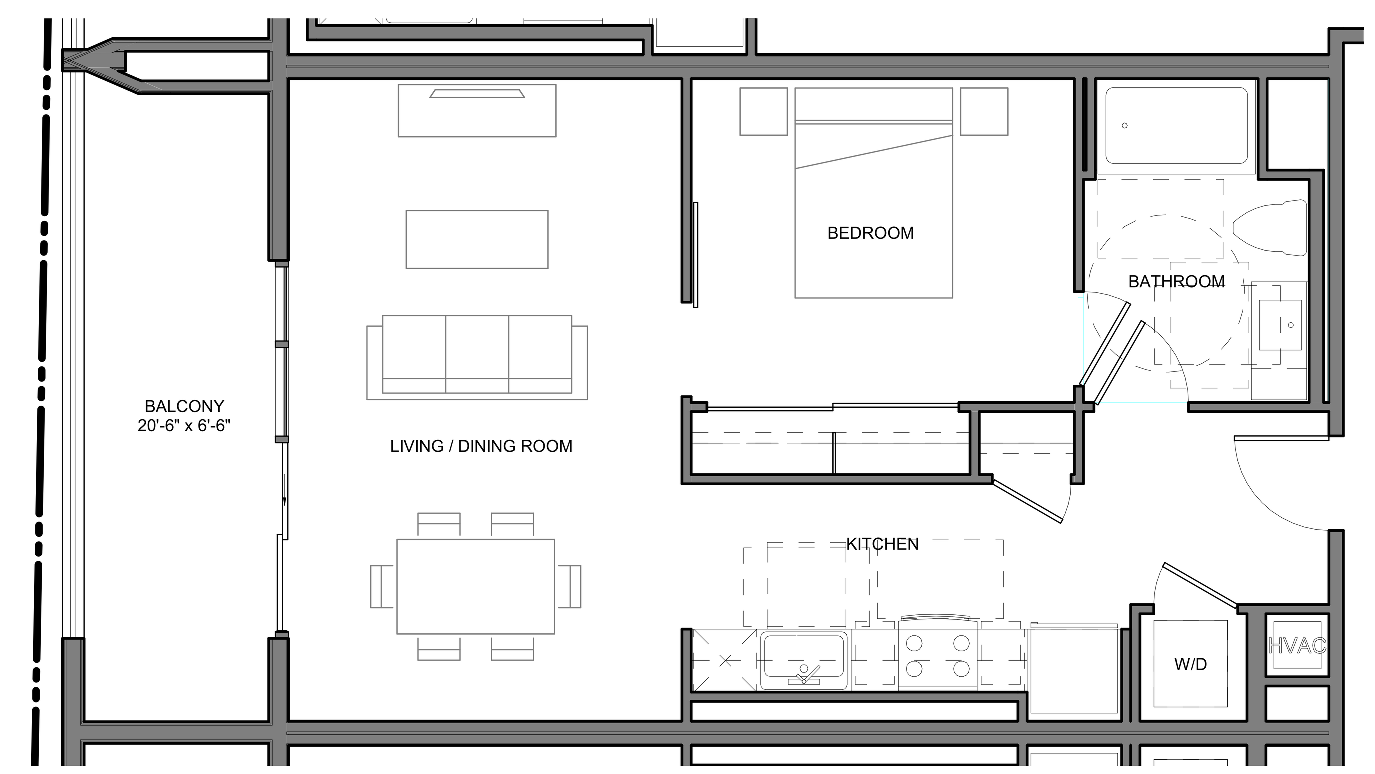
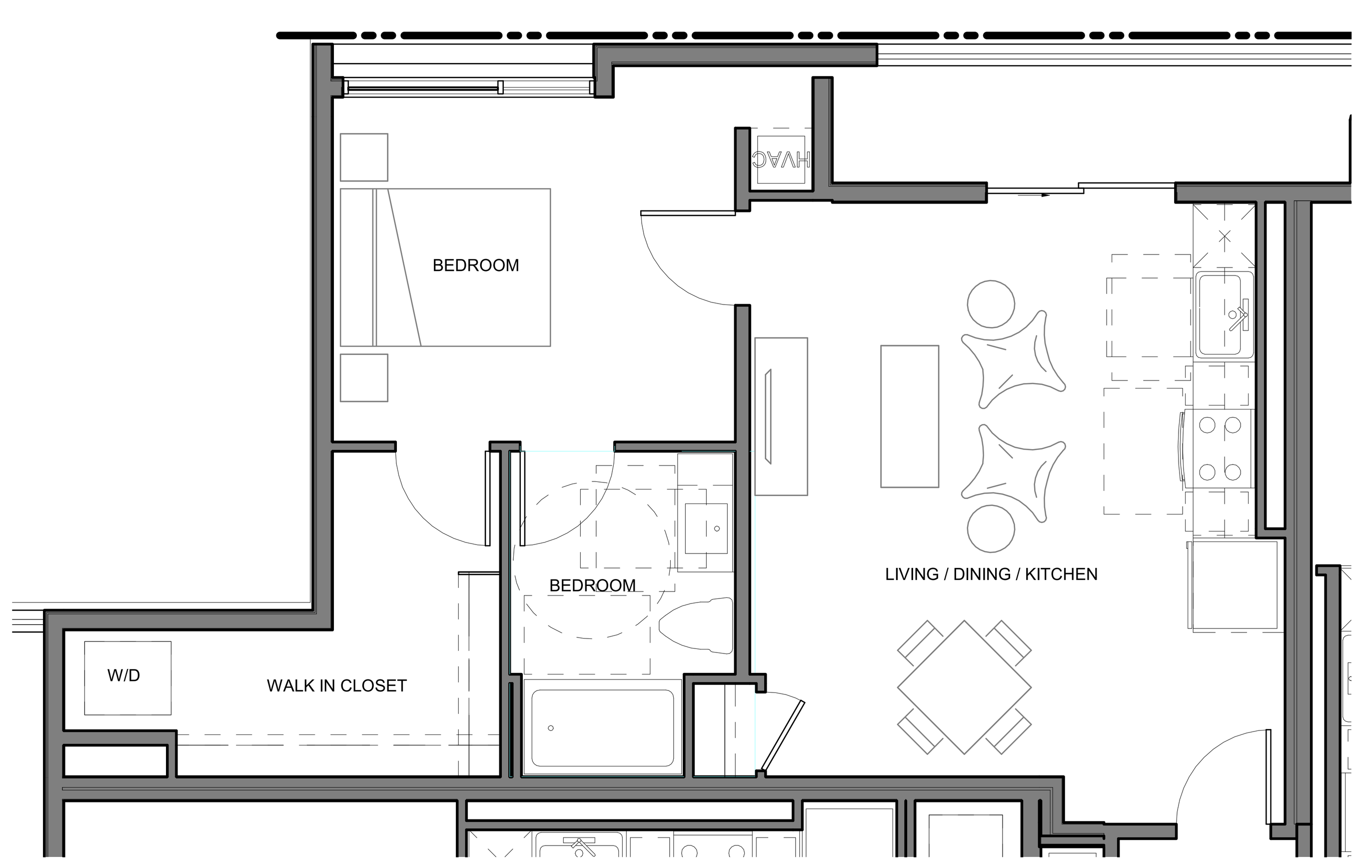
UNIT A3 (3)
SCALE: 1/4" = 1'-0"



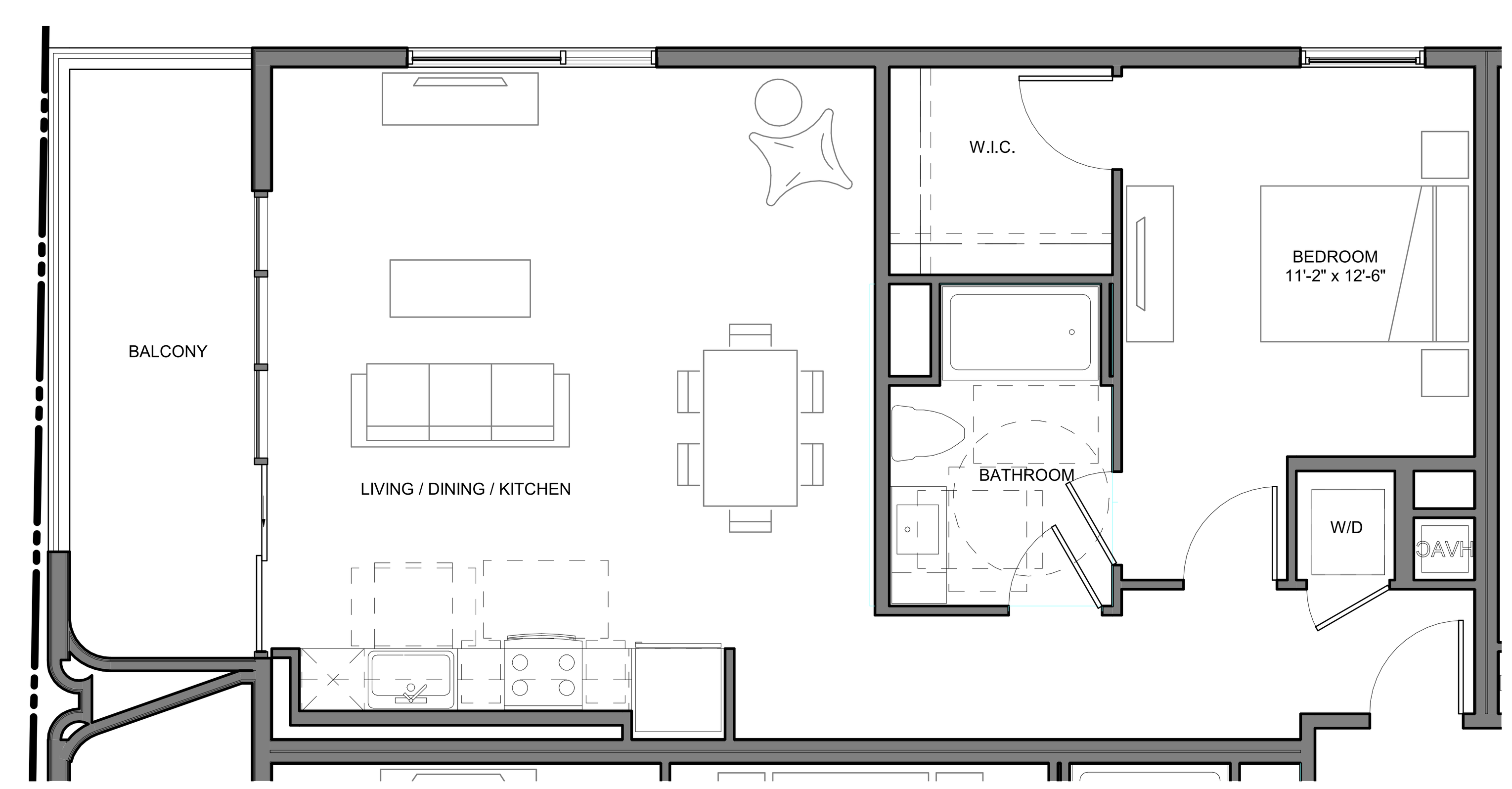
UNIT A5 (5)
SCALE: 1/4" = 1'-0"



UNIT A2 (2)
SCALE: 1/4" = 1'-0"



UNIT A4 (4)
SCALE: 1/4" = 1'-0"



UNIT A1 (1)
SCALE: 1/4" = 1'-0"

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Beverly La Cienega LLC

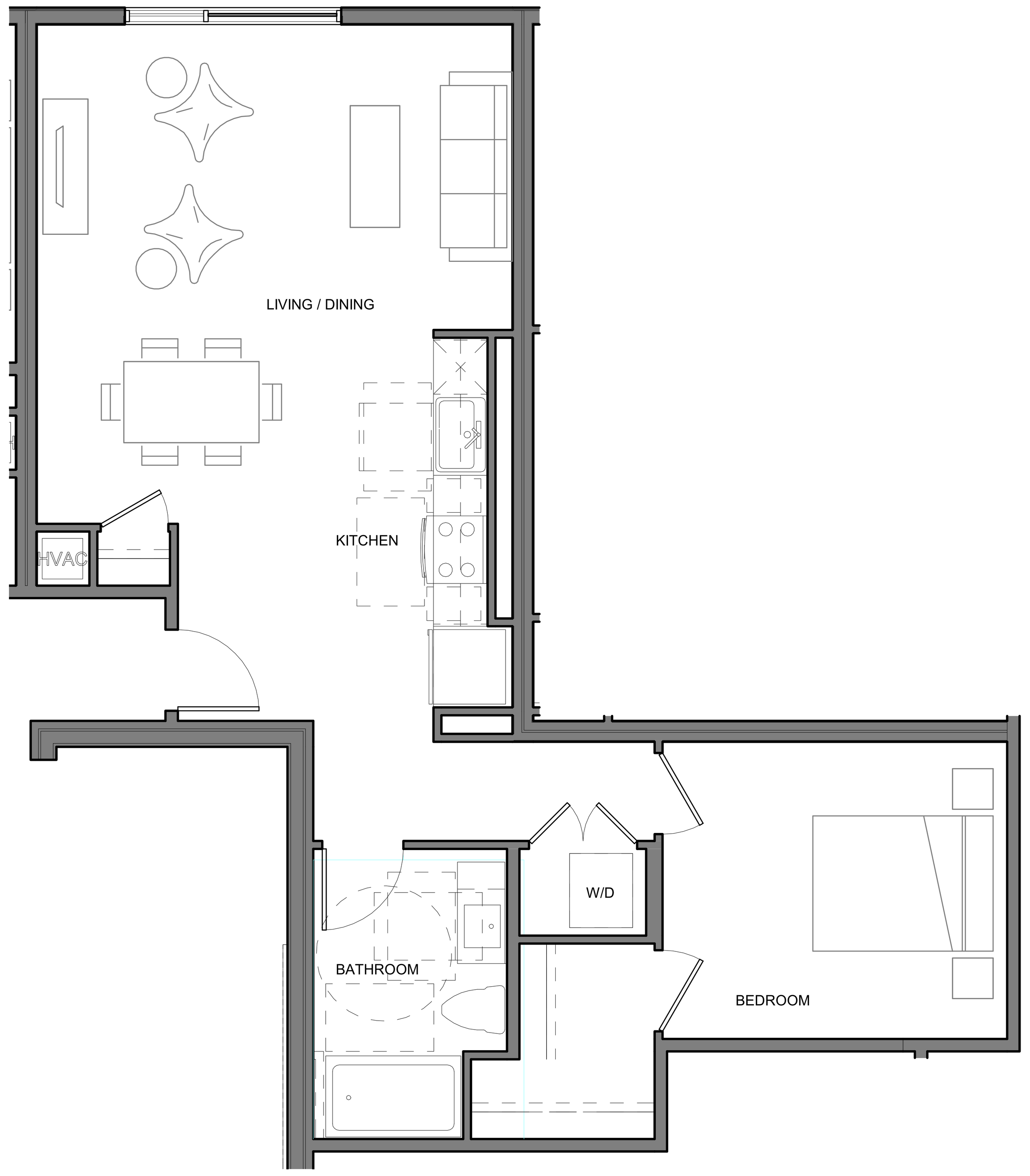
LICENSED ARCHITECT
JAMES TROY DIXON
No. C-18900
REN. 7-31-19
STATE OF CALIFORNIA

2017441 | August 27th, 2020

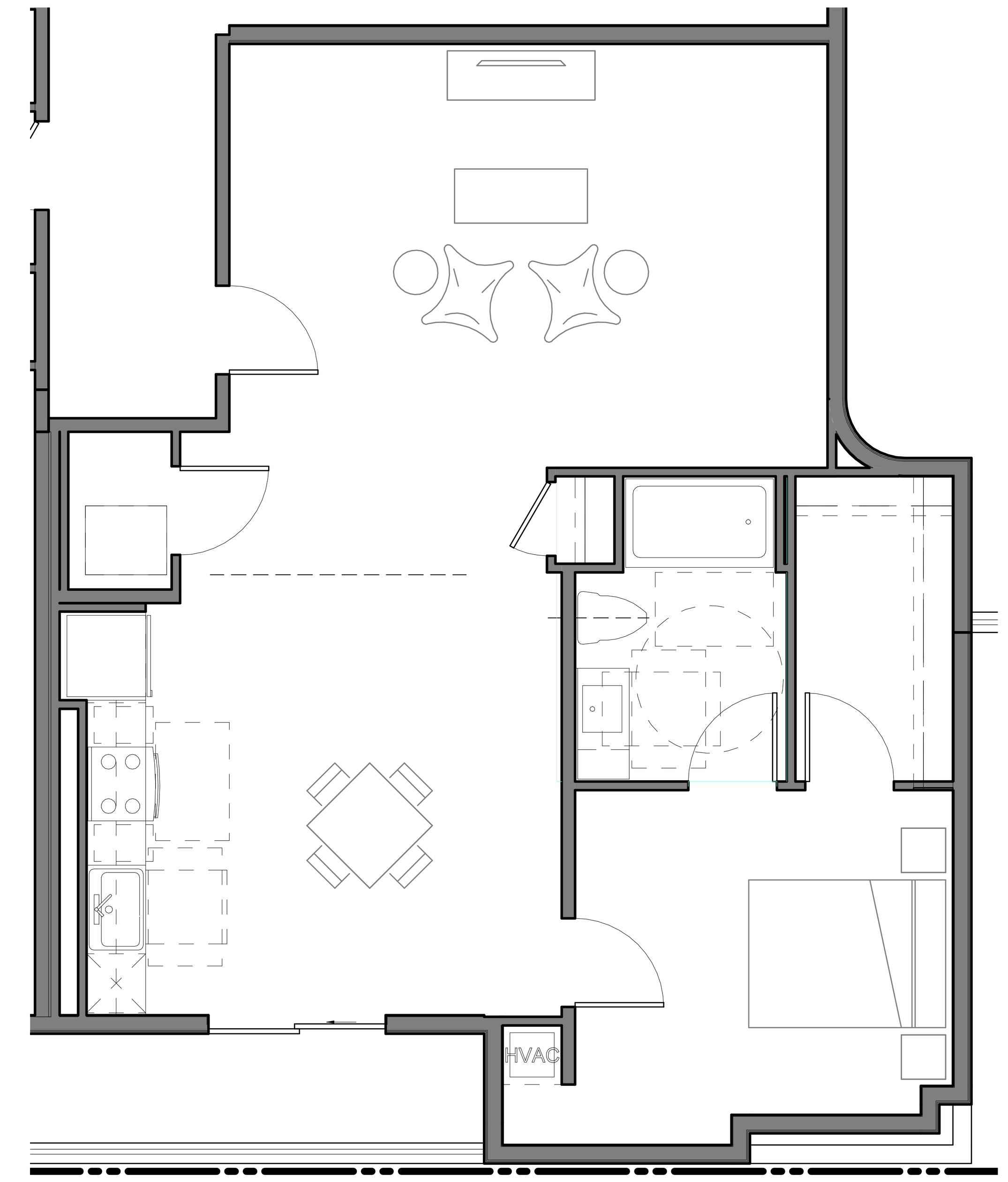
UNIT PLANS

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

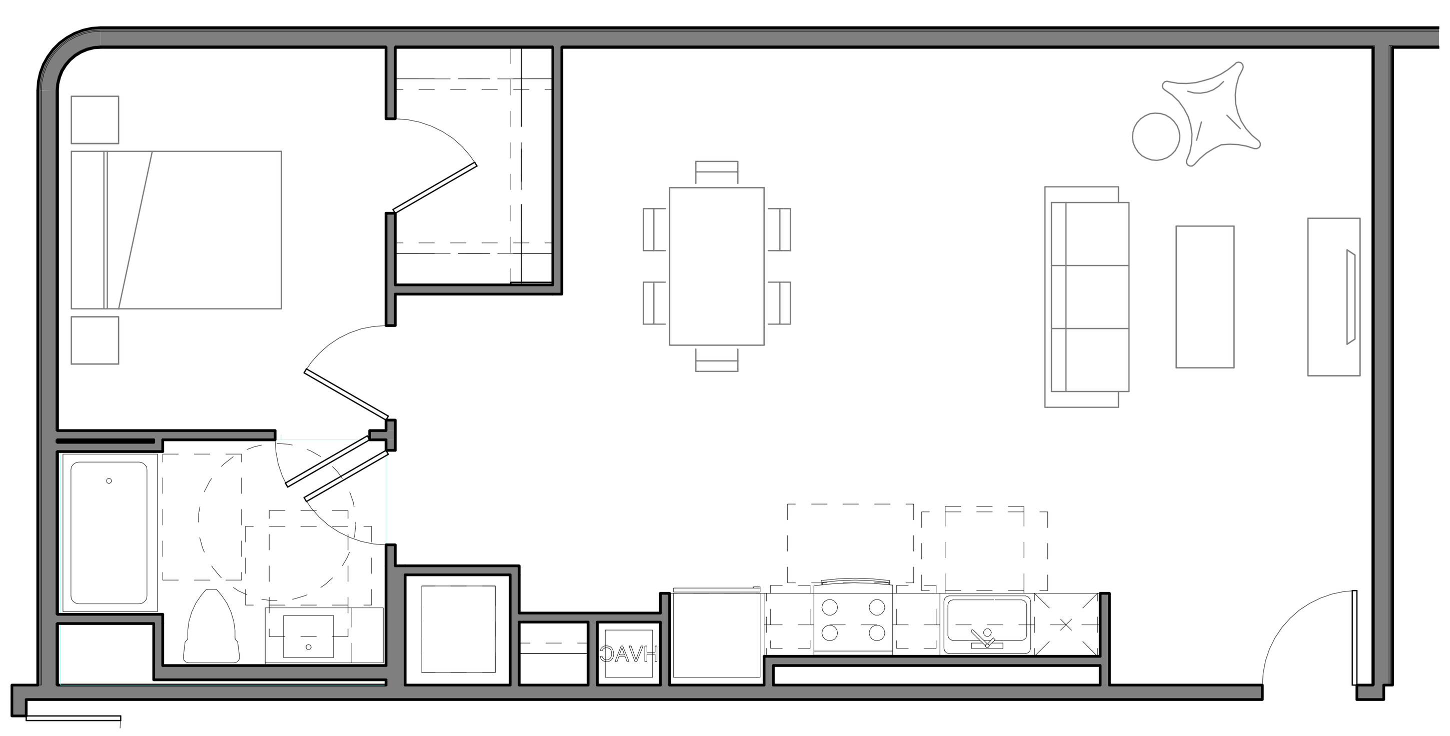
A501



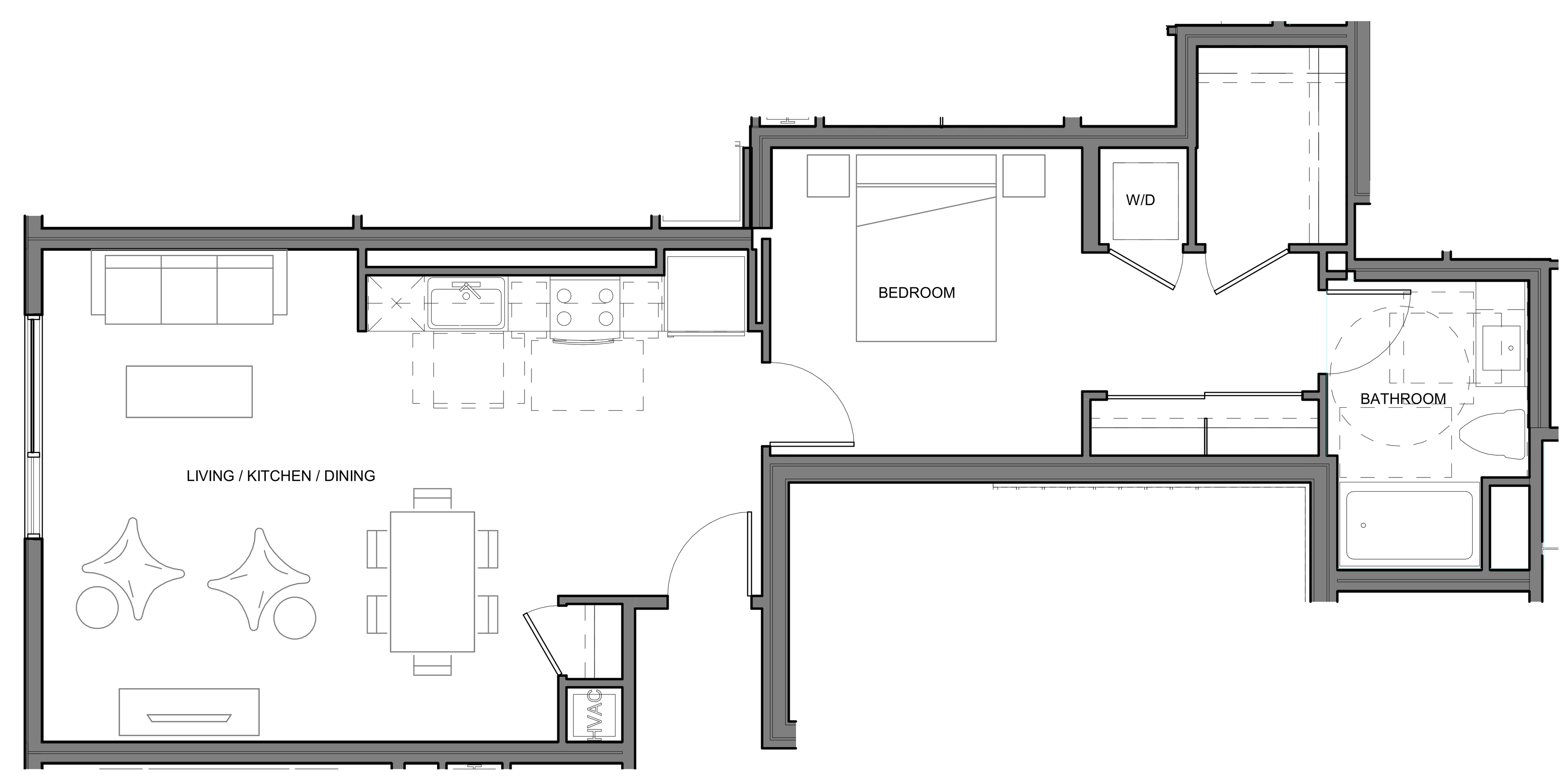
UNIT A9 (4)
SCALE: 1/4" = 1'-0"



UNIT A7 (2)
SCALE: 1/4" = 1'-0"



UNIT A8 (3)
SCALE: 1/4" = 1'-0"



UNIT A6 (1)
SCALE: 1/4" = 1'-0"

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Beverly La Cienega LLC

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JAMES TROY DIXON
No. C-18900
REN. 7-31-19
STATE OF CALIFORNIA

2017441 | August 27th, 2020

UNIT PLANS

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

A502

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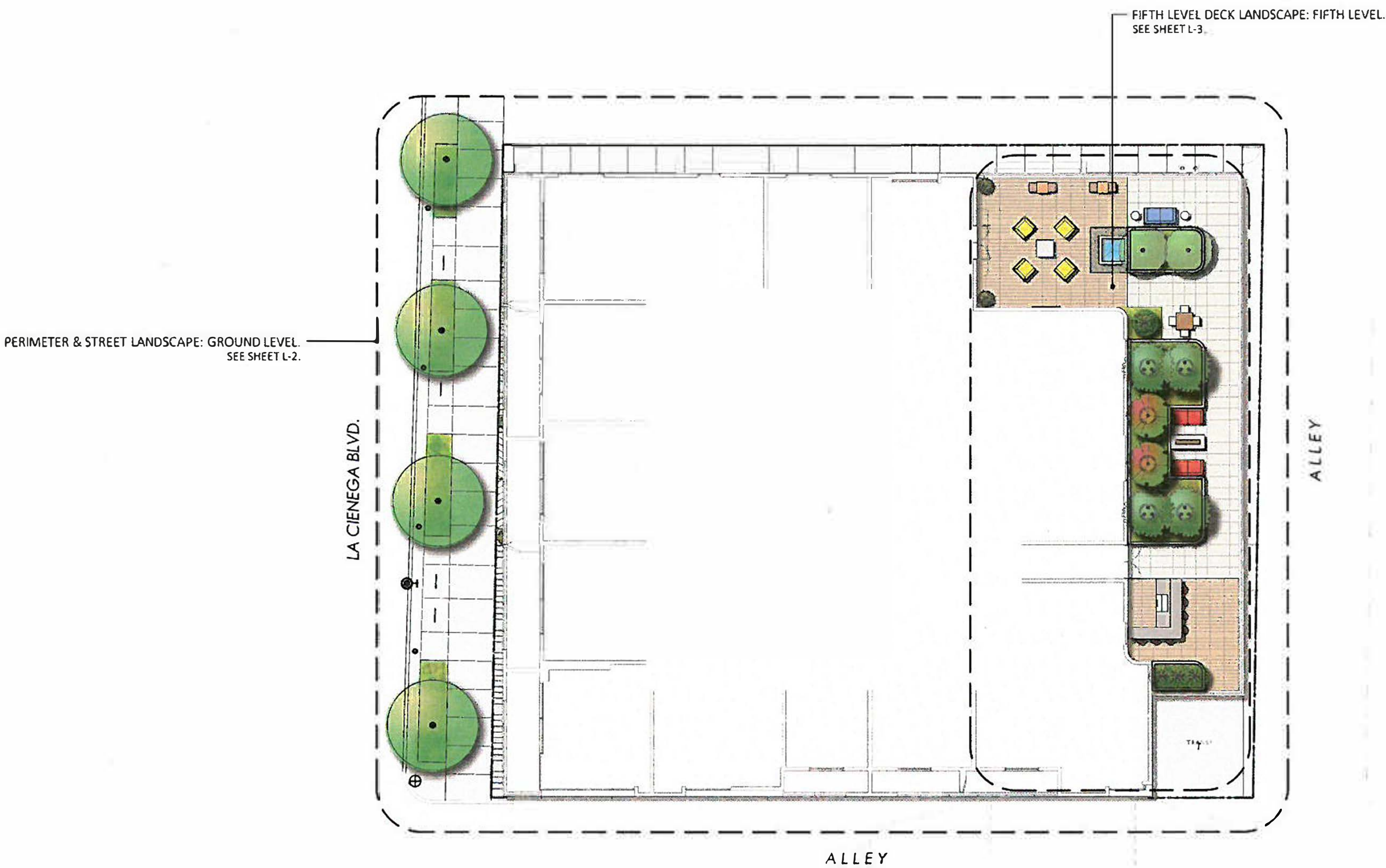
Case No. CPC-2019-6814-DB



TREE COUNT SUMMARY	
TOTAL NO. OF UNITS PROPOSED	= 61
TOTAL NO. OF TREES REQUIRED (1-24" BOX TREE PER 4 UNITS)	= 16
NO. OF 24" BOX TREES PROPOSED ON GROUND LEVEL (INCLUDING STREET TREES)	= 4
NO. OF 24" BOX TREES PROPOSED ON ROOF DECK	= 12
TOTAL NO. OF 24" BOX TREES PROPOSED	= 16

COMMON OPEN SPACE LANDSCAPING	
TOTAL ROOF DECK COMMON OPEN SPACE AREA:	= 2,014 S.F.
25% OF COMMON OPEN SPACE IS REQUIRED TO BE PLANTED 25% OF 2,014 S.F.:	= 503 S.F.
PLANTING IN COMMON OPEN SPACE PROPOSED:	= 520 S.F.

GENERAL NOTES:

1. ALL LANDSCAPE AREAS WILL BE IRRIGATED W/ A HIGH EFFICIENCY IRRIGATION W/ SMART IRRIGATION CONTROLS.
2. ALL PLANTING & IRRIGATION SHALL COMPLY WITH CITY OF LOS ANGELES REQUIREMENTS.
3. IRRIGATION DESIGN WILL INCORPORATE EPA WATERSENSE SPECIFICATIONS
4. STREET TREES SHALL BE SELECTED AND INSTALLED PER CITY OF LOS ANGELES DEPARTMENT OF URBAN FORESTRY.
5. ALL NEW PLANTED AREAS TO BE HEAVILY MULCHED FOR WATER CONSERVATION.
6. THERE ARE NO EXISTING TREES ON THE SITE.
7. THERE ARE NO SIGNIFICANT TREES TO BE REMOVED ON THE SITE.
8. THERE ARE NO PROTECTED TREES ON THE SITE.

WATER CONSERVATION STATEMENT:

ALL LANDSCAPE WILL BE SPECIFIED, PLANTED & IRRIGATED ACCORDING TO XERISCAPE DESIGN PRINIPLES WHICH INCLUDE: THE PREDOMINANT USE OF DROUGHT TOLERANT PLANT MATERIALS; THE PRACTICE OF HYDROZONING OR GROUPING PLANTS WITH SIMILAR WATER REQUIREMENTS TOGETHER; MINIMIZING TURF AREAS AND THE EFFICIENT APPLICATION OF WATER BY USING MATCH PRECIPITATION HEADS, DRIP LINE, SEPARATE VALVES FOR TURF AND GROUND COVER AREAS AND RAIN SHUT OFF DEVICES. THIS PROJECT WILL COMPLY WITH THE STATE WATER CONSERVATION ORDINANCE EFFECTIVE JANUARY 1, 2010.

SCALE 1/8" = 1'-0"

0 4' 8' 16' 32'

320 La Cienega

316-324 N. La Cienega Blvd
Los Angeles, CA 90048

COMPOSITE LANDSCAPE PLAN

CONSULTING ENGINEER

DESIGN ARCHITECT

TGP

EXECUTIVE ARCHITECT

ARCHITECTS
TOGAWA SMITH MARTIN
INCORPORATED

L-1

EXHIBIT "A"
Page No. 19 of 21
Case No. CPC-2019-6814-DB

P:\P-Z\TSM 171 320 La Cienega\Drawings\L1 Composite Landscape Plan.dwg, 3/6/2020 3:12:05 PM, _DWG To PDF.pc3

NOTE: PLANTS SHALL BE CHOSEN FROM THE FOLLOWING LIST.
ALL PLANT TYPES MAY NOT BE SPECIFIED

PLANT LEGEND - GROUND LEVEL		
SYMBOL	BOTANICAL NAME "COMMON NAME"	SIZE
STREETSCAPE SHRUBS & GROUNDCOVERS		
	ANIGOZANTHOS SPECIES "KANGAROO PAW"	5 GAL
	DIANELLA TASMANICA 'VARIEGATA' "VARIEGATED FLAX LILY"	5 GAL
	DIETES VEGETA "FORTNIGHT LILY"	5 GAL
	LEYMUS ARENARIUS "RYE GRASS"	5 GAL
	MUHLENBERGIA CAPILLARIS "PINK MUHLY GRASS"	5 GAL

GENERAL NOTES:

1. ALL LANDSCAPE AREAS WILL BE IRRIGATED W/ A HIGH EFFICIENCY IRRIGATION W/ SMART IRRIGATION CONTROLS.
2. ALL PLANTING & IRRIGATION SHALL COMPLY WITH CITY OF LOS ANGELES REQUIREMENTS
3. IRRIGATION DESIGN WILL INCORPORATE EPA WATERSENSE SPECIFICATIONS
4. STREET TREES SHALL BE SELECTED AND INSTALLED PER CITY OF LOS ANGELES DEPARTMENT OF URBAN FORESTRY.
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SCALE: 1/8" = 1'-0"
0 4' 8' 16' 32'

320 La Cienega
GROUND LEVEL LANDSCAPE PLAN
DESIGN ARCHITECT
TGP
EXECUTIVE ARCHITECT
ARCHITECTS
TOGAWA SMITH MARTIN
INCORPORATED
L-2

EXHIBIT "A"
Page No. 20 of 21
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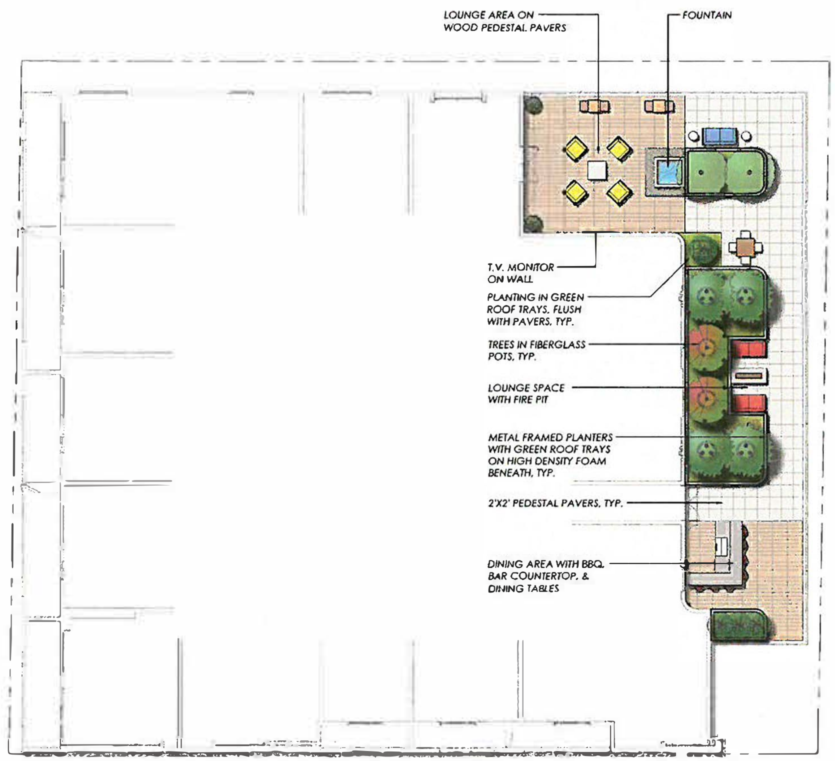

NOTE: PLANTS SHALL BE CHOSEN FROM THE FOLLOWING LIST.
ALL PLANT TYPES MAY NOT BE SPECIFIED

PLANT LEGEND - FIFTH LEVEL

SYMBOL	BOTANICAL NAME "COMMON NAME"	SIZE
TREES		
	ACCA SELLOWIANA "PINEAPPLE GUAVA"	24" BOX
	ARBUTUS 'MARINA' "STRAWBERRY TREE"	24" BOX
	OLEA EUROPAEA "COMMON OLIVE"	36" BOX MULTI
	CUPRESSUS SEMPERVIRENS "ITALIAN CYPRESS"	36" BOX
SHRUBS AND GROUND COVERS		
	ASPARAGUS DENSIFLORUS 'MEYERI' "FOXTAIL FERN"	5 GAL.
	CARISSA SPECIES "NATAL PLUM"	15 GAL.
	MISCANTHUS SPECIES "MAIDEN GRASS"	15 GAL.
	OLEA EUROPAEA 'MONTRA' "LITTLE OLLIE DWARF OLIVE"	15 GAL.
	PENNISETUM SPECIES "FOUNTAIN GRASS"	15 GAL.

GENERAL NOTES:

1. ALL LANDSCAPE AREAS WILL BE IRRIGATED W/ A HIGH EFFICIENCY IRRIGATION W/ SMART IRRIGATION CONTROLS.
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SCALE: 1/8" = 1'-0"
0 4' 8' 16' 32'

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FIFTH LEVEL LANDSCAPE PLAN

CONSULTING ENGINEER

DESIGN ARCHITECT

TGP

EXECUTIVE ARCHITECT

ARCHITECTS
TOGAWA SMITH MARTIN
INCORPORATED

August 27th, 2020

L-3

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Exhibit B

Categorical Exemption

No. ENV-2019-6815-CE

and Appendices

CITY OF LOS ANGELES
CALIFORNIA

ERIC GARCETTI
MAYOR

JUSTIFICATION FOR PROJECT EXEMPTION CASE NO. ENV-2019-6815-CE

The City of Los Angeles determined based on the whole of the administrative record that the project is exempt from California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines, Section 15332, and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies. The project was found to be exempt based on the following:

<u>Project Description:</u>

The project is located at 320 North La Cienega Boulevard; 316 – 324 North La Cienega Boulevard in the Wilshire Community Plan Area.

The proposed project involves the demolition of existing commercial structures and the construction, use, and maintenance of a new 60,056 square foot, six-story mixed use building with 61 dwelling units, 4,097 square feet of commercial space and 77 parking spaces, 56 long term and eight (8) bicycle spaces within three (3) levels of subterranean and one (1) ground level of parking. The project proposes to export approximately 47,100 cubic yards of dirt.

The project requires the following:

1. Pursuant to Los Angeles Municipal Code (LAMC) Section 12.22-A,25, a 35% Density Bonus for a Housing Development with a total of 61 units [with five (5) units – 11% of the base density set aside for Very Low Income Households] in lieu of the base density of 45 units; and pursuant to LAMC Section 12.22-A,25(g)(2) and 12.22-A,25(g)(3), two (2) Off-Menu Incentive and two (2) Off-Menu waivers or modifications:

    a. An Off-Menu Incentive to permit a maximum FAR of 4.05:1 in lieu of 1.5:1 in the C2-1VL-O Zone;
    b. An Off-Menu Incentive to permit a height increase to 67 feet and six (6) stories in lieu of 45 feet and three (3) stories as required by the C2-1VL-O Zone;
    c. An Off-Menu waiver or modification of a development standard to permit a 40% decrease in the required northerly yard/setbacks; and
    d. An Off-Menu waiver or modification of a development standard to permit a 20 percent reduction in the required open space.

Implementation of the California Environmental Quality Act

Pursuant to Section 21084 of the Public Resources Code, the Secretary for the Natural Resources Agency found certain classes of projects not to have a significant effect on the environment and declared them to be categorically exempt from the requirement for the preparation of environmental documents.

The project meets the conditions for a Class 32 Exemption found in CEQA Guidelines, Section 15332 (In-Fill Development Projects), and none of the exceptions to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 apply.

Conditions for a Class 32 Exemption

A project qualifies for a Class 32 Categorical Exemption if it is developed on an infill site and meets the following criteria:

1) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulations;
2) The proposed developed occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses;
3) The project site has no value as habitat for endangered, rare or threatened species;
4) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and
5) The site can be adequately served by all required utilities and public services.

The project is located within the Wilshire Community Plan which designates the subject property for Neighborhood Office Commercial land uses with a corresponding zones of C1, C1.5, C2, C4, P, CR, RAS3 and RAS4. The subject property is zone C2-1VL-O. The project is consistent with the applicable general plan land use designation and all applicable general plan policies as well as with the applicable zoning designation and regulations.

The subject site is wholly within the City of Los Angeles, on a site that is approximately 0.35 acres in size. Lots adjacent to the subject properties are developed with the following urban uses: commercial and multi-family developments. The site is currently developed with four (4) one-story, commercial buildings totaling approximately 5,385 square feet, associated surface parking (8 spaces), and an approximately 47.5-foot tall two-sided billboard structure. and is surrounded by development and therefore is not, and has no value as, a habitat for endangered, rare or threatened species. In addition, there are no trees on the site.

The project would not result in any significant effects related to traffic, noise, air quality, or water quality.

- The project will be subject to Regulatory Compliance Measures (RCM), which requires compliance with the City of Los Angeles Noise Ordinance, pollutant discharge, dewatering, stormwater conditions; and Best Management Practices for stormwater runoff. These RCMs will ensure the project will not have significant impacts on noise and water.

- A Traffic Impact Analysis dated February 2019 and updated November 2019, was prepared by Overland Traffic Consultants, Inc. and reviewed by the Los Angeles Department of Transportation for the proposed project indicating that the project will not result in significant impacts to traffic.

- An Air Quality Study dated November 2019 was prepared by CAJA Environmental Services, LLC for the proposed project indicating that the project will result in less than significant impacts to air quality.

- A Noise Study dated November 2019, was prepared by CAJA Environmental Services, LLC for the proposed project indicating that noise impacts would be less than significant.

- Construction and operational noise levels would not have a significant impact. Based on a review of similar projects, the project would not create significant levels of construction or operational emissions, nor toxic air contaminants. In addition the project would not result in significant impacts to water quality.

The project site will be adequately served by all public utilities and services given that the construction of a new six-story, 60,056 square foot mixed use building with 61 dwelling units, and 4,097 square feet of commercial space with 77 parking spaces, 56 long term and eight (8) bicycle spaces within three (3) levels of subterranean and one (1) ground level of parking will be on a site which has been previously developed and is consistent with the General Plan. Therefore, the project meets all of the Criteria for the Class 32.

Exceptions to Categorical Exemptions

There are six (6) exceptions to categorical exemptions must be considered in order to find a project exempt from CEQA: (a) Location; (b) Cumulative Impacts; (c) Significant Effect; (d) Scenic Highways; (e) Hazardous Waste Sites; and (f) Historical Resources.

The project is not located on or near any environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies. There is not a succession of known projects of the same type and in same place as the subject project. The project would not reasonably result in a significant effect on the environment due to unusual circumstances. The project is not located near a State Scenic Highway. The only State Scenic Highway within the City of Los Angeles is the Topanga Canyon State Scenic Highway, State Route 27. Furthermore, according to Envirostor, the State of California's database of Hazardous Waste Sites, neither the subject site, nor any site in the vicinity is identified as an active hazardous waste site. The project site has not been identified as a historic resource by local or state agencies, and the project site has not been determined to be eligible for listing in the National Register or Historic Places, California Register of Historical Resources, the Los Angles Historic-Cultural Monuments Register, and/or any local register, and was not found to be a potential historic resource based on the City's HistoricPlacesLA website or SurveyLA, the citywide survey of Los Angeles. Based on this, the project will not result in a substantial adverse change to the significance of a historic resource and this exception does not apply.

CAJA Environmental Services, LLC

320 N. La Cienega Boulevard

Air Quality and Noise Technical Report

CAJA Environmental Services, LLC

November 2019

A. Introduction

1. Purpose

This report evaluates the potential for air quality and noise impacts from the construction and operation phases of the Project.

2. Project Description

The Project Site is located at 320 N. La Cienega Boulevard in the Wilshire Community Plan area of the City of Los Angeles. The Project Site is approximately 0.35 acres (approximately 15,410 square feet) and contains several commercial buildings. The Project includes demolition of the existing structures and the construction of a 6-story mixed-use building over three levels of subterranean parking. The Project would include 61 apartment units, of which five units would be designated for affordable housing, with approximately 4,097 square feet of ground floor retail uses.

B. Air Quality

1. Introduction

This section of the report addresses the air emissions generated by construction and operation of the Project. The analysis also evaluates the consistency of the Project with the air quality policies set forth within the South Coast Air Quality Management District's (SCAQMD) Air Quality Management Plan (AQMP) and the City of Los Angeles (City) General Plan. The analysis of Project-generated air emissions focuses on whether the Project would cause an exceedance of an ambient air quality standard or SCAQMD significance threshold. Calculation worksheets, assumptions, and model outputs used in the analysis are included in Appendix A to this report.

2. Environmental Setting

a. Regulatory Framework

(1) Federal

(a) Clean Air Act

The Federal Clean Air Act (CAA) was first enacted in 1955 and has been amended numerous times in subsequent years, with the most recent amendments in 1990. At the federal level, the United States Environmental Protection Agency (USEPA) is responsible for implementation of some portions of the CAA (e.g., certain mobile source and other requirements). Other portions of the CAA (e.g., stationary source requirements) are implemented by state and local agencies. In California, the California Clean Air Act (CCAA) is administered by the California Air Resources Board (CARB) at the state level and by the air quality management districts and air pollution control districts at the regional and local levels.

The 1990 amendments to the CAA identify specific emission reduction goals for areas not meeting the National Ambient Air Quality Standard (NAAQS). These amendments require both a demonstration of reasonable further progress toward attainment and incorporation of additional sanctions for failure to attain or to meet interim milestones. The sections of the CAA which are most applicable to the Project include Title I (Nonattainment Provisions) and Title II (Mobile Source Provisions).

NAAQS have been established for seven major air pollutants: CO (carbon monoxide), NO_2 (nitrogen dioxide), O_3 (ozone), $PM_{2.5}$ (particulate matter, 2.5 microns), PM_{10} (particulate matter, 10 microns), SO_2 (sulfur dioxide), and Pb (lead).

The CAA requires USEPA to designate areas as attainment, nonattainment, or maintenance (previously nonattainment and currently attainment) for each criteria pollutant based on whether the NAAQS have been achieved. Title I provisions are implemented for the purpose of attaining NAAQS. The federal standards are summarized in Table 1. USEPA has classified the Los Angeles County portion of the South Coast Air Basin (Basin) as a nonattainment area for O_3, $PM_{2.5}$, and Pb.

Table 1
State and National Ambient Air Quality Standards and Attainment Status for LA County

Pollutant	Averaging Period	California		Federal	
		Standards	Attainment Status	Standards	Attainment Status
Ozone (O_3)	1-hour	0.09 ppm (180 µg/m³)	Non-attainment	--	--
	8-hour	0.070 ppm (137 µg/m³)	N/A[1]	0.070 ppm (137 µg/m³)	Non-attainment
Respirable Particulate Matter (PM_{10})	24-hour	50 µg/m³	Non-attainment	150 µg/m³	Maintenance
	Annual Arithmetic Mean	20 µg/m³	Non-attainment	--	--
Fine Particulate Matter ($PM_{2.5}$)	24-hour	--	--	35 µg/m³	Non-attainment
	Annual Arithmetic Mean	12 µg/m³	Non-attainment	12 µg/m³	Non-attainment
Carbon Monoxide (CO)	1-hour	20 ppm (23 mg/m³)	Attainment	35 ppm (40 mg/m³)	Maintenance
	8-hour	9.0 ppm (10 mg/m³)	Attainment	9 ppm (10 mg/m³)	Maintenance
Nitrogen Dioxide (NO_2)	1-hour	0.18 ppm (338 µg/m³)	Attainment	100 ppb (188 µg/m³)	Maintenance
	Annual Arithmetic Mean	0.030 ppm (57 µg/m³)	Attainment	53 ppb (100 µg/m³)	Maintenance
Sulfur Dioxide (SO_2)	1-hour	0.25 ppm (655 µg/m³)	Attainment	75 ppb (196 µg/m³)	Attainment
	24-hour	0.04 ppm (105 µg/m³)	Attainment	--	--
Lead (Pb)	30-day average	1.5 µg/m³	Attainment	--	--
	Calendar Quarter	--	--	0.15 µg/m³	Non-attainment
Visibility Reducing Particles	8-hour	Extinction of 0.07 per kilometer	N/A	No Federal Standards	
Sulfates	24-hour	25 µg/m³	Attainment	No Federal Standards	

Table 1
State and National Ambient Air Quality Standards and Attainment Status for LA County

Pollutant	Averaging Period	California		Federal	
		Standards	Attainment Status	Standards	Attainment Status
Hydrogen Sulfide (H_2S)	1-hour	0.03 ppm (42 μg/m^3)	Unclassified	No Federal Standards	
Vinyl Chloride	24-hour	0.01 ppm (26 μg/m^3)	N/A	No Federal Standards	

[1]N/A = not available
Source: CARB, Ambient Air Quality Standards, and attainment status, 2018 (www.arb.ca.gov/desig/adm/adm.htm).

CAA Title II pertains to mobile sources, such as cars, trucks, buses, and planes. Reformulated gasoline and automobile pollution control devices are examples of the mechanisms the USEPA uses to regulate mobile air emission sources. The provisions of Title II have resulted in tailpipe emission standards for vehicles, which have been strengthened in recent years to improve air quality. For example, the standards for NO_X emissions have been lowered substantially and the specification requirements for cleaner burning gasoline are more stringent.

The USEPA regulates emission sources that are under the exclusive authority of the federal government, such as aircraft, ships, and certain types of locomotives. USEPA has jurisdiction over emission sources outside state waters (e.g., beyond the outer continental shelf) and establishes various emission standards, including those for vehicles sold in states other than California. Automobiles sold in California must meet stricter emission standards established by CARB. USEPA adopted multiple tiers of emission standards to reduce emissions from non-road diesel engines (e.g., diesel-powered construction equipment) by integrating engine and fuel controls as a system to gain the greatest emission reductions.

The first federal standards (Tier 1) for new non-road (or off-road) diesel engines were adopted in 1994 for engines over 50 horsepower, to be phased-in from 1996 to 2000. On August 27, 1998, USEPA introduced Tier 1 standards for equipment under 37 kW (50 horsepower) and increasingly more stringent Tier 2 and Tier 3 standards for all equipment with phase-in schedules from 2000 to 2008. The Tier 1 through 3 standards were met through advanced engine design, with no or only limited use of exhaust gas after-treatment (oxidation catalysts). Tier 3 standards for NOX and hydrocarbon are similar in stringency to the 2004 standards for highway engines. However, Tier 3 standards for particulate matter were never adopted. On May 11, 2004, USEPA signed the final rule introducing Tier 4 emission standards, which were phased-in between 2008 and 2015. The Tier 4 standards require that emissions of particulate matter and NOX be further reduced by about 90 percent. Such emission reductions are achieved through the use of control technologies—including advanced exhaust gas after-treatment.

(2) State

(a) California Clean Air Act

In addition to being subject to the requirements of CAA, air quality in California is also governed by more stringent regulations under the California Clean Air Act (CCAA). In California, CCAA is administered by CARB at the state level and by the air quality management districts and air pollution control districts at the regional and local levels. CARB, which became part of the California Environmental Protection Agency in 1991, is responsible for meeting the state requirements of the CAA, 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 endeavor to achieve and maintain the CAAQS. CAAQS are generally more stringent than the corresponding federal standards and incorporate additional standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles.

CARB regulates mobile air pollution sources, such as motor vehicles. CARB 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 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 1.

The CCAA requires CARB to designate areas within California as either attainment or nonattainment for each criteria pollutant based on whether the CAAQS thresholds 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. Under the CCAA, the non-desert Los Angeles County portion of the Basin is designated as a nonattainment area for O_3, PM_{10}, and $PM_{2.5}$.

(b) Toxic Air Contaminant Identification and Control Act

The public's exposure to toxic air contaminants (TACs) is a significant public health issue in California. CARB's statewide comprehensive air toxics program was established in the early 1980s. The Toxic Air Contaminant Identification and Control Act created California's program to reduce exposure to air toxics. Under the Toxic Air Contaminant Identification and Control Act, CARB is required to use certain criteria in the prioritization for the identification and control of air toxics. In selecting substances for review, CARB must consider criteria relating to “the risk of harm to public health, amount or potential amount of emissions, manner of, and exposure to, usage of the substance in California, persistence in the atmosphere, and ambient concentrations in the community” [Health and Safety Code Section 39666(f)].

The Toxic Air Contaminant Identification and Control Act also requires CARB to use available information gathered from the Air Toxics “Hot Spots” Information and Assessment Act program to include in the prioritization of compounds. CARB identified particulate emissions from diesel-fueled engines (diesel PM) TACs in August 1998. Following the identification process, CARB was required by law to determine if there is a need for further control, which led to the risk management phase of the program. For the risk management phase, CARB formed the Diesel Advisory Committee to assist in the development of a risk management guidance document and a risk reduction plan. With the assistance of the Diesel Advisory Committee and its subcommittees, CARB developed the Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles and the Risk Management Guidance for the Permitting of New Stationary Diesel-Fueled Engines. The Board approved these documents on September 28, 2000, paving the way for the next step in the regulatory process: the control measure phase. During the control measure phase, specific Statewide regulations designed to further reduce diesel PM emissions from diesel-fueled engines and vehicles have and continue to be evaluated and developed. The goal of each regulation is to make diesel engines as clean as possible by establishing state-of-the-art technology requirements or emission standards to reduce diesel PM emissions. Breathing H_2S at levels above the state standard could result in exposure to a disagreeable rotten eggs odor. The State does not regulate other odors.

(c) California Air Toxics Program

The California Air Toxics Program was established in 1983, when the California Legislature adopted Assembly Bill (AB) 1807 to establish a two-step process of risk identification and risk management to address potential health effects from exposure to toxic substances in the air.[1] In the risk identification step, CARB and the Office of Environmental Health Hazard Assessment (OEHHA) determine if a substance should be formally identified, or “listed,” as a TAC in California. Since inception of the program, a number of such substances have been listed, including benzene, chloroform, formaldehyde, and particulate emissions from diesel-fueled engines, among others.[2] In 1993, the California Legislature amended the program to identify the 189 federal hazardous air pollutants as TACs.

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[1] *CARB, California Air Toxics Program, www.arb.ca.gov/toxics/toxics.htm, last reviewed by CARB September 24, 2015.*

[2] *CARB, Toxic Air Contaminant Identification List, www.arb.ca.gov/toxics/id/taclist.htm, last reviewed by CARB July 18, 2011.*

In the risk management step, CARB reviews emission sources of an identified TAC to determine whether regulatory action is needed to reduce risk. Based on results of that review, CARB has promulgated a number of airborne toxic control measures (ATCMs), both for mobile and stationary sources. In 2004, CARB adopted an ATCM to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel PM and other TACs. The measure applies to diesel-fueled commercial vehicles with gross vehicle weight ratings greater than 10,000 pounds that are licensed to operate on highways, regardless of where they are registered. This measure does not allow diesel-fueled commercial vehicles to idle for more than 5 minutes at any given time.

In addition to limiting exhaust from idling trucks, CARB adopted regulations on July 26, 2007 for off-road diesel construction equipment such as bulldozers, loaders, backhoes, and forklifts, as well as many other self-propelled off-road diesel vehicles to reduce emissions by installation of diesel particulate filters and encouraging the replacement of older, dirtier engines with newer emission-controlled models. Implementation is staggered based on fleet size, with the largest operators beginning compliance in 2014.[3]

(d) Assembly Bill 2588 Air Toxics "Hot Spots" Program

The AB 1807 program is supplemented by the AB 2588 Air Toxics "Hot Spots" program, which was established by the California Legislature in 1987. Under this program, facilities are required to report their air toxics emissions, assess health risks, and notify nearby residents and workers of significant risks if present. In 1992, the AB 2588 program was amended by Senate Bill (SB) 1731 to require facilities that pose a significant health risk to the community to reduce their risk through implementation of a risk management plan.

(e) Air Quality and Land Use Handbook: A Community Health Perspective

The *Air Quality and Land Use Handbook: A Community Health Perspective* provides important air quality information about certain types of facilities (e.g., freeways, refineries, rail yards, ports, etc.) that should be considered when siting sensitive land uses such as residences.[4] CARB provides recommended site distances from certain types of facilities when considering siting new sensitive land uses. The recommendations are advisory and should not be interpreted as defined "buffer zones." If a project is within the siting distance, CARB recommends further analysis. Where possible, CARB recommends a minimum separation between new sensitive land uses and existing sources.

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[3] *CARB, In-Use Off-Road Diesel-Fueled Fleets Regulation, www.arb.ca.gov/msprog/ordiesel/ordiesel.htm, last reviewed by CARB July 28, 2016.*

[4] *CARB, Air Quality and Land Use Handbook, a Community Health Perspective, April 2005.*

(f) Air Quality and Land Use Handbook

CARB published the *Air Quality and Land Use Handbook* (CARB Handbook) on April 28, 2005 to serve as a general guide for considering health effects associated with siting sensitive receptors proximate to sources of TAC emissions. The recommendations provided therein are voluntary and do not constitute a requirement or mandate for either land use agencies or local air districts. The goal of the guidance document is to protect sensitive receptors, such as children, the elderly, acutely ill, and chronically ill persons, from exposure to TAC emissions. Some examples of CARB's siting recommendations include the following: (1) avoid siting sensitive receptors within 500 feet of a freeway, urban road with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day; (2) avoid siting sensitive receptors within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units per day, or where transport refrigeration unit operations exceed 300 hours per week); and (3) avoid siting sensitive receptors within 300 feet of any dry cleaning operation using perchloroethylene and within 500 feet of operations with two or more machines.

(g) California Code of Regulations

The California Code of Regulations (CCR) is the official compilation and publication of regulations adopted, amended or repealed by the state agencies pursuant to the Administrative Procedure Act. The CCR includes regulations that pertain to air quality emissions. Specifically, Section 2485 in CCR Title 13 states that the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) used during construction shall be limited to five minutes at any location. In addition, Section 93115 in CCR Title 17 states that operation of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emission standards.

(3) Regional

(a) South Coast Air Quality Management District

The South Coast Air Quality Management District (SCAQMD) was created in 1977 to coordinate air quality planning efforts throughout Southern California. SCAQMD is the agency principally responsible for comprehensive air pollution control in the region. Specifically, SCAQMD is responsible for monitoring air quality, as well as planning, implementing, and enforcing programs designed to attain and maintain the CAAQS and NAAQS in the district. SCAQMD has jurisdiction over an area of 10,743 square miles consisting of Orange County; the non-desert portions of Los Angeles, Riverside, and San Bernardino counties; and the Riverside County portion of the Salton Sea Air Basin and Mojave Desert Air Basin. The Basin portion of SCAQMD's jurisdiction covers an area of 6,745 square miles. The Basin includes all of Orange County and the non-desert portions of Los Angeles (including the Project Area), Riverside, and San Bernardino counties. The Basin is bounded by the Pacific Ocean to the west; the San Gabriel, San Bernardino and San Jacinto Mountains to the north and east; and the San Diego County line to the south.

Programs that were developed by SCAQMD to attain and maintain the CAAQS and NAAQS include air quality rules and regulations that regulate stationary sources, area sources, point sources, and certain mobile source emissions. 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. All projects in the SCAQMD jurisdiction are subject to SCAQMD rules and regulations, including, but not limited to the following:

- Rule 401 Visible Emissions – This rule prohibits an air discharge that results in a plume that is as dark or darker than what is designated as No. 1 Ringelmann Chart by the United States Bureau of Mines for an aggregate of three minutes in any one hour.
- Rule 402 Nuisance – This rule prohibits the discharge of “such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of people or the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.”
- Rule 403 Fugitive Dust – This rule requires that future projects reduce the amount of particulate matter entrained in the ambient air as a result of fugitive dust sources by requiring actions to prevent, reduce, or mitigate fugitive dust emissions from any active operation, open storage pile, or disturbed surface area.

(b) Air Quality Management Plan

The 2016 Air Quality Management Plan (AQMP) was adopted in April 2017 and represents the most updated regional blueprint for achieving federal air quality standards. The 2016 AQMP adapts previously conducted regional air quality analyses to account for the recent unexpected drought conditions, and presents a revised approach to demonstrated attainment of the 2006 24-hour $PM_{2.5}$ NAAQS for the Basin. Additionally, the 2016 AQMP relied upon a comprehensive analysis of emissions, meteorology, atmospheric chemistry, regional growth projections, and the impact of existing control measures to evaluate strategies for reducing NO_X emissions sufficiently to meet the upcoming ozone deadline standards.

(c) Multiple Air Toxics Exposure Study IV

To date, the most comprehensive study on air toxics in the Basin is the Multiple Air Toxics Exposure Study IV (MATES-IV). The monitoring program measured more than 30 air pollutants, including both gases and particulates. The monitoring study was accompanied by a computer modeling study in which the SCAQMD estimated the risk of cancer from breathing toxic air pollution throughout the region based on emissions and weather data. MATES-IV found that the cancer risk in the region from carcinogenic air pollutants ranges from about 320 to 480 in a million, though OEHHA methodologies place average basinwide risk at 897 in a million. About 90 percent of the risk is attributed to emissions associated with mobile sources, with the remainder attributed to toxics emitted from stationary sources, which include large industrial operations, such as refineries and metal processing facilities, as well as smaller businesses such as gas stations and chrome plating. The results indicate that diesel PM is the major contributor to air toxics risk, accounting on average for about 68 percent of the total risk.

(d) Southern California Association of Governments

SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties, and addresses regional issues relating to transportation, the economy, community development and the environment. SCAG coordinates with various air quality and transportation stakeholders in Southern California to ensure compliance with the federal and state air quality requirements, including the Transportation Conformity Rule and other applicable federal, state, and air district laws and regulations. As the federally designated Metropolitan Planning Organization (MPO) for the six-county Southern California region, SCAG is required by law to ensure that transportation activities "conform" to, and are supportive of, the goals of regional and state air quality plans to attain the NAAQS. In addition, SCAG is a co-producer, with the SCAQMD, of the transportation strategy and transportation control measure sections of the AQMP for the Air Basin.

SCAG adopted the 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy on April 7, 2016.[5,6] The 2016–2040 RTP/SCS reaffirms the land use policies that were incorporated into SCAG's prior 2012–2035 RTP/SCS. These foundational policies, which guided the development of the plan's land use strategies, include the following:

- Identify regional strategic areas for infill and investment;
- Structure the plan on a three-tiered system of centers development;[7]

5 *SCAG, Final 2016–2040 RTP/SCS.*

6 *CARB, Executive Order G-16-066, SCAG 2016 SCS ARB Acceptance of GHG Quantification Determination, June 2016.*

7 *Complete language: "Identify strategic centers based on a three-tiered system of existing, planned and potential relative to transportation infrastructure. This strategy more*

- Develop "Complete Communities";
- Develop nodes on a corridor;
- Plan for additional housing and jobs near transit;
- Plan for changing demand in types of housing;
- Continue to protect stable, existing single-family areas;
- Ensure adequate access to open space and preservation of habitat; and
- Incorporate local input and feedback on future growth.

The 2016–2040 RTP/SCS recognizes that transportation investments and future land use patterns are inextricably linked, and continued recognition of this close relationship will help the region make choices that sustain existing resources and expand efficiency, mobility, and accessibility for people across the region. In particular, the 2016–2040 RTP/SCS draws a closer connection between where people live and work, and it offers a blueprint for how Southern California can grow more sustainably. The 2016–2040 RTP/SCS also includes strategies focused on compact infill development and economic growth by building the infrastructure the region needs to promote the smooth flow of goods and easier access to jobs, services, educational facilities, healthcare and more.

The 2016–2040 RTP/SCS states that the SCAG region was home to about 18.3 million people in 2012 and included approximately 5.9 million homes and 7.4 million jobs.[8] By 2040, the integrated growth forecast projects these figures will increase by 3.8 million people, with nearly 1.5 million more homes and 2.4 million more jobs. High Quality Transit Areas (HQTAs) will account for 3 percent of regional total land but are projected to accommodate 46 percent and 55 percent of future household and employment growth respectively between 2012 and 2040.[9] The 2016–2040 RTP/SCS overall land use pattern reinforces the trend of focusing new housing and employment in the region's HQTAs. HQTAs are a cornerstone of land use planning best practice in the SCAG region because they concentrate roadway repair investments, leverage transit and active transportation investments, reduce regional life cycle infrastructure costs, improve accessibility, create local jobs, and have the potential to improve public health and

effectively integrates land use planning and transportation investment." A more detailed description of these strategies and policies can be found on pp. 90–92 of the SCAG 2008 Regional Transportation Plan, adopted in May 2008.

8 *The SCAG 2016–2040 RTP/SCS is based on year 2012 demographic data with growth forecasts developed for 2020, 2035, and 2040.*

9 *Defined by the 2016–2040 RTP/SCS as generally walkable transit villages or corridors located within 0.5 mile of a well-serviced transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours.*

housing affordability. As discussed further below, the Project Site is located within an HQTA.

(4) Local

(a) City of Los Angeles General Plan Air Quality Element

The Air Quality Element of the City's General Plan was adopted on November 24, 1992, and sets forth the goals, objectives, and policies, which guide the City in the implementation of its air quality improvement programs and strategies. The Air Quality Element acknowledges the interrelationships among transportation and land use planning in meeting the City's mobility and air quality goals.

The Air Quality Element includes six key goals:

Goal 1: Good air quality in an environment of continued population growth and healthy economic structure.

Goal 2: Less reliance on single-occupant vehicles with fewer commute and non-work trips.

Goal 3: Efficient management of transportation facilities and system infrastructure using cost-effective system management and innovative demand management techniques.

Goal 4: Minimize 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.

Goal 5: 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.

Goal 6: Citizen awareness of the linkages between personal behavior and air pollution and participation in efforts to reduce air pollution.

(b) Clean Up Green Up Ordinance

The City of Los Angeles adopted a Clean Up Green Up Ordinance (Ordinance Number 184,245) on April 13, 2016, which among other provisions, includes provisions related to ventilation system filter efficiency in mechanically ventilated buildings. This ordinance added Sections 95.314.3 and 99.04.504.6 to the Los Angeles Municipal Code (LAMC) and amended Section 99.05.504.5.3 to implement building standards and requirements to address cumulative health impacts resulting from incompatible land use patterns.

(c) California Environmental Quality Act

In accordance with CEQA requirements, the City assesses the air quality impacts of new development projects, requires mitigation of potentially significant air quality impacts by conditioning discretionary permits, and monitors and enforces implementation of such mitigation. The City uses the SCAQMD's *CEQA Air Quality Handbook* and SCAQMD's supplemental online guidance/information for the environmental review of plans and development proposals within its jurisdiction.

(d) Land Use Compatibility

In November 2012, the Los Angeles City Planning Commission (CPC) issued an advisory notice (Zoning Information 2427) regarding the siting of sensitive land uses within 1,000 feet of freeways. The CPC deemed 1,000 feet to be a conservative distance to evaluate projects that house populations considered to be more at-risk from the negative effects of air pollution caused by freeway proximity. The CPC advised that applicants of projects requiring discretionary approval, located within 1,000 feet of a freeway and contemplating residential units and other sensitive uses (e.g., hospitals, schools, retirement homes, etc.) perform a Health Risk Assessment (HRA). The Project Site is not within 1,000 feet of a freeway.

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.

b. Existing Conditions

(1) Pollutants and Effects

(a) State and Federal Criteria Pollutants

Air quality is defined by ambient air concentrations of seven specific pollutants identified by the USEPA to be of concern with respect to health and welfare of the general public. These specific pollutants, known as "criteria air pollutants," are defined as pollutants for which the federal and State governments have established ambient air quality standards, or criteria, for outdoor concentrations to protect public health. Criteria air pollutants include carbon monoxide (CO), ground-level ozone (O_3), nitrogen oxides (NO_X), sulfur oxides (SO_X), particulate matter ten microns or less in diameter (PM_{10}), particulate matter 2.5 microns or less in diameter ($PM_{2.5}$), and lead (Pb). The following descriptions of each criteria air pollutant and their health effects are based on information provided by the SCAQMD.[10]

Carbon Monoxide (CO). CO is primarily emitted from combustion processes and motor vehicles due to incomplete combustion of fuel. Elevated concentrations of CO weaken the heart's contractions and lower the amount of oxygen carried by the blood. It is especially dangerous for people with chronic heart disease. Inhalation of CO can cause nausea, dizziness, and headaches at moderate concentrations and can be fatal at high concentrations.

Ozone (O_3). O_3 is a gas that is formed when volatile organic compounds (VOCs) and nitrogen oxides (NO_X)—both byproducts of internal combustion engine exhaust—undergo slow photochemical reactions in the presence of sunlight. O_3 concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable. An elevated level of O_3 irritates the lungs and breathing passages, causing coughing and pain in the chest and throat, thereby increasing susceptibility to respiratory infections and reducing the ability to exercise. Effects are more severe in people with asthma and other respiratory ailments. Long-term exposure may lead to scarring of lung tissue and may lower lung efficiency.

Nitrogen Dioxide (NO_2). NO_2 is a byproduct of fuel combustion and major sources include power plants, large industrial facilities, and motor vehicles. The principal form of nitrogen oxide produced by combustion is nitric oxide (NO), which reacts quickly to form NO_2, creating the mixture of NO and NO_2 commonly called NO_X. NO_2 absorbs blue light and results in a brownish-red cast to the atmosphere and reduced visibility. NO_2 also contributes to the formation of PM_{10}. Nitrogen oxides irritate the nose and throat, and increase one's susceptibility to respiratory infections, especially in people with asthma. The principal concern of NO_X is as a precursor to the formation of ozone.

Sulfur Dioxide (SO_2). Sulfur oxides (SO_X) are compounds of sulfur and oxygen molecules. SO_2 is the pre- dominant form found in the lower atmosphere and is a product of burning sulfur or burning materials that contain sulfur. Major sources of SO_2 include power plants, large industrial facilities, diesel vehicles, and oil-burning residential heaters. Emissions of sulfur dioxide aggravate lung diseases, especially bronchitis. It also constricts the breathing passages, especially in asthmatics and people involved in moderate to heavy exercise. SO_2 potentially causes wheezing, shortness of breath, and coughing. High levels of particulates appear to worsen the effect of sulfur dioxide, and long-term exposures to both pollutants leads to higher rates of respiratory illness.

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10 *SCAQMD, Final Program Environmental Impact Report for the 2012 AQMP, December 7, 2012.*

Particulate Matter (PM_{10} and $PM_{2.5}$). The human body naturally prevents the entry of larger particles into the body. However, small particles, with an aerodynamic diameter equal to or less than 10 microns (PM_{10}), and even smaller particles with an aerodynamic diameter equal to or less than 2.5 microns ($PM_{2.5}$), can enter the body and become trapped in the nose, throat, and upper respiratory tract. These small particulates can potentially aggravate existing heart and lung diseases, change the body's defenses against inhaled materials, and damage lung tissue. The elderly, children, and those with chronic lung or heart disease are most sensitive to PM_{10} and $PM_{2.5}$. Lung impairment can persist for two to three weeks after exposure to high levels of particulate matter. Some types of particulates can become toxic after inhalation due to the presence of certain chemicals and their reaction with internal body fluids.

Lead (Pb). Lead is emitted from industrial facilities and from the sanding or removal of old lead-based paint. Smelting or processing the metal is the primary source of lead emissions, which is primarily a regional pollutant. Lead affects the brain and other parts of the body's nervous system. Exposure to lead in very young children impairs the development of the nervous system, kidneys, and blood forming processes in the body.

(b) State-only Criteria Pollutants

Visibility-Reducing Particles. Deterioration of visibility is one of the most obvious manifestations of air pollution and plays a major role in the public's perception of air quality. Visibility reduction from air pollution is often due to the presence of sulfur and NO_X, as well as PM.

Sulfates (SO_4^{2-}). Sulfates are the fully oxidized ionic form of sulfur. Sulfates occur in combination with metal and/or hydrogen ions. In California, emissions of sulfur compounds occur primarily from the combustion of petroleum-derived fuels (e.g., gasoline and diesel fuel) that contain sulfur. This sulfur is oxidized during the combustion process and subsequently converted to sulfate compounds in the atmosphere. Effects of sulfate exposure at levels above the standard include a decrease in ventilatory function, aggravation of asthmatic symptoms, and an increased risk of cardio-pulmonary disease. Sulfates are particularly effective in degrading visibility, and, due to fact that they are usually acidic, can harm ecosystems and damage materials and property.

Hydrogen Sulfide (H_2S). H_2S is a colorless gas with the odor of rotten eggs. It is formed during bacterial decomposition of sulfur-containing organic substances. Also, it can be present in sewer gas and some natural gas and can be emitted as the result of geothermal energy exploitation. Breathing H_2S at levels above the state standard could result in exposure to a very disagreeable odor.

Vinyl Chloride. Vinyl chloride is a colorless, flammable gas at ambient temperature and pressure. It is also highly toxic and is classified as a known carcinogen by the American

Conference of Governmental Industrial Hygienists and the International Agency for Research on Cancer. At room temperature, vinyl chloride is a gas with a sickly-sweet odor that is easily condensed. However, it is stored at cooler temperatures as a liquid. Due to the hazardous nature of vinyl chloride to human health, there are no end products that use vinyl chloride in its monomer form. Vinyl chloride is a chemical intermediate, not a final product. It is an important industrial chemical chiefly used to produce polyvinyl chloride (PVC). The process involves vinyl chloride liquid fed to polymerization reactors where it is converted from a monomer to a polymer PVC. The final product of the polymerization process is PVC in either a flake or pellet form. Billions of pounds of PVC are sold on the global market each year. From its flake or pellet form, PVC is sold to companies that heat and mold the PVC into end products such as PVC pipe and bottles. Vinyl chloride emissions are historically associated primarily with landfills.

(2) Toxic Air Contaminants

TACs refer to a diverse group of "non-criteria" air pollutants that can affect human health but have not had ambient air quality standards established for them. This is not because they are fundamentally different from the pollutants discussed above but because their effects tend to be local rather than regional. TACs are classified as carcinogenic and noncarcinogenic, where carcinogenic TACs can cause cancer and noncarcinogenic TAC can cause acute and chronic impacts to different target organ systems (e.g., eyes, respiratory, reproductive, developmental, nervous, and cardiovascular).

CARB and OEHHA determine if a substance should be formally identified, or "listed," as a TAC in California. A complete list of these substances is maintained on CARB's website.[11]

Diesel particulate matter (DPM), which is emitted in the exhaust from diesel engines, was listed by the state as a TAC in 1998. DPM has historically been used as a surrogate measure of exposure for all diesel exhaust emissions. DPM consists of fine particles (fine particles have a diameter less than 2.5 micrometer (μm)), including a subgroup of ultrafine particles (ultrafine particles have a diameter less than 0.1 μm). Collectively, these particles have a large surface area which makes them an excellent medium for absorbing organics. The visible emissions in diesel exhaust include carbon particles or "soot." Diesel exhaust also contains a variety of harmful gases and cancer-causing substances.

Exposure to DPM may be a health hazard, particularly to children whose lungs are still developing and the elderly who may have other serious health problems. DPM levels

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[11] *CARB, Toxic Air Contaminant Identification List, www.arb.ca.gov/toxics/id/taclist.htm, last reviewed by CARB July 18, 2011.*

and resultant potential health effects may be higher in close proximity to heavily traveled roadways with substantial truck traffic or near industrial facilities. According to CARB, DPM exposure may lead to the following adverse health effects: (1) aggravated asthma; (2) chronic bronchitis; (3) increased respiratory and cardiovascular hospitalizations; (4) decreased lung function in children; (5) lung cancer; and (6) premature deaths for people with heart or lung disease.[12,13]

(3) Volatile Organic Compounds

VOCs are typically formed from combustion of fuels and/or released through evaporation of organic liquids. Some VOCs are also classified by the state as toxic air contaminants. While there are no specific VOC ambient air quality standards, VOC is a prime component (along with NO_X) of the photochemical processes by which such criteria pollutants as ozone, nitrogen dioxide, and certain fine particles are formed. They are, thus, regulated as “precursors” to the formation of those criteria pollutants.

(4) Project Site

The Project Site is located within the South Coast Air Basin (the Basin); named so because of its geographical formation is that of a basin, with the surrounding mountains trapping the air and its pollutants in the valleys or basins below. The 6,745-square-mile Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. It is bounded by the Pacific Ocean to the west; the San Gabriel, San Bernardino and San Jacinto Mountains to the north and east; and the San Diego County line to the south. Ambient pollution concentrations recorded in Los Angeles County portion of the Basin are among the highest in the four counties comprising the Basin. USEPA has classified Los Angeles County as nonattainment areas for O_3, $PM_{2.5}$, and lead. This classification denotes that the Basin does not meet the NAAQS for these pollutants. In addition, under the CCAA, the Los Angeles County portion of the Basin is designated as a nonattainment area for O_3, PM_{10}, and $PM_{2.5}$. The air quality within the Basin is primarily influenced by a wide range of emissions sources, such as dense population centers, heavy vehicular traffic, industry, and meteorology.

Air pollutant emissions are generated in the local vicinity by stationary and area-wide sources, such as commercial activity, space and water heating, landscaping maintenance, consumer products, and mobile sources primarily consisting of automobile traffic.

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12 *CARB, Overview: Diesel Exhaust and Health, www.arb.ca.gov/research/diesel/diesel-health.htm, last reviewed by CARB April 12, 2016.*

13 *CARB, Fact Sheet: Diesel Particulate Matter Health Risk Assessment Study for the West Oakland Community: Preliminary Summary of Results, March 2008.*

(a) Air Pollution Climatology[14]

The topography and climate of Southern California combine to make the Basin an area of high air pollution potential. During the summer months, a warm air mass frequently descends over the cool, moist marine layer produced by the interaction between the ocean's surface and the lowest layer of the atmosphere. The warm upper layer forms a cap over the cooler surface layer which inhibits the pollutants from dispersing upward. Light winds during the summer further limit ventilation. Additionally, abundant sunlight triggers photochemical reactions which produce O_3 and the majority of particulate matter.

(b) Air Monitoring Data

The SCAQMD monitors air quality conditions at 38 source receptor areas (SRA) 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 2 shows pollutant levels, State and federal standards, and the number of exceedances recorded in the area from 2016 through 2018. The one-hour State standard for O_3 was exceeded one time during this three-year period, the daily federal standard was exceeded five times. CO and NO_2 levels did not exceed the CAAQS from 2016 through 2018 for the 1-hour averaging period (and 8-hour for CO).

Table 2
Ambient Air Quality Data

Pollutants and State and Federal Standards	Maximum Concentrations and Frequencies of Exceedance Standards		
	2016	**2017**	**2018**
Ozone (O_3)			
Maximum 1-hour Concentration (ppm)	0.085	0.099	0.094
Days > 0.09 ppm (State 1-hour standard)	0	1	0
Days > 0.070 ppm (Federal 8-hour standard)	0	3	2
Carbon Monoxide (CO_2)			
Maximum 1-hour Concentration (ppm)	2.2	2.0	1.6
Days > 20 ppm (State 1-hour standard)	0	0	0
Maximum 8-hour Concentration (ppm)	1.1	1.2	1.3
Days > 9.0 ppm (State 8-hour standard)	0	0	0
Nitrogen Dioxide (NO_2)			
Maximum 1-hour Concentration (ppm)	0.0545	0.0557	0.0647
Days > 0.18 ppm (State 1-hour standard)	0	0	0
PM_{10}			
Maximum 24-hour Concentration ($\mu g/m^3$)	N/A	N/A	N/A

[14] *AQMD, Final Program Environmental Impact Report for the 2012 AQMP, December 7, 2012.*

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 (SO_2)			
Maximum 24-hour Concentration (ppb)	N/A	N/A	N/A
Days > 0.04 ppm (State 24-hour standard)	N/A	N/A	N/A
ppm = parts by volume per million of air. μg/m^3 = micrograms per cubic meter. N/A = not available at this monitoring station. Source: SCAQMD annual monitoring data (http://www.aqmd.gov/home/air-quality/air-quality-data-studies/historical-data-by-year) accessed October 10, 2019			

(c) Existing Health Risk in the Surrounding Area

Based on the MATES-IV model, the calculated cancer risk in the Project area is approximately 1,016 in a million.[15] The cancer risk in this area is predominately related to nearby sources of diesel particulates (e.g., La Cienega and Beverly Boulevards). In general, the risk at the Project Site is higher than other urbanized areas in Los Angeles.

The Office of Environmental Health Hazard Assessment, on behalf of CalEPA, provides a screening tool called CalEnviroScreen that can be used to help identify California communities disproportionately burdened by multiple sources of pollution. According to CalEnviroScreen, the Project site is located in the 50-55th percentile, which means the Project site is average in comparison to other communities within California.[16]

(d) 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 groups who are most likely to be affected by air pollution: children less than 14 years of age, 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, child care centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes.

15 *SCAQMD, Multiple Air Toxics Exposure Study in the South Coast Air Basin (MATES-IV), MATES IV Interactive Carcinogenicity Map, 2015, www3.aqmd.gov/webappl/OI.Web/OI.aspx?jurisdictionID=AQMD.gov&shareID=73f55d6b-82cc-4c41-b779-4c48c9a8b15b , accessed February 24, 2019.*

16 *Office of Environmental Health Hazard Assessment, CalEnviroScreen 3.0 MAP, https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-30, accessed February 24, 2019.*

Sensitive receptors within 1,000 feet of the Project Site include but are not limited to the following:[17]

- Single-family residence, 323 North Alfred Street; 90 feet east of the Project Site to main residence.
- Gindi Maimonides Academy, 8511 Beverly Place; 100 feet west of the Project Site.
- Single-family residence, 325 Westbourne Drive; 270 feet northwest of the Project Site.
- Cedars-Sinai Medical Center, 8700 Beverly Boulevard; 950 feet west of the Project Site.

(e) Existing Project Site Emissions

The Project Site is developed with commercial retail uses and surface-level parking on the 15,410 square-foot site (0.35 acres).[18] As shown in Table 3, the majority of emissions from the Project Site are from the 119 average daily vehicle trips accessing the property.[19]

Table 3
Existing Daily Operations Emissions

Emissions Source	Daily Emissions (Pounds Per Day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Area Sources	<1	<1	<1	<1	<1	<1
Energy Sources	<1	<1	<1	<1	<1	<1
Mobile Sources	<1	1	2	<1	<1	<1
Net Regional Total	**<1**	**1**	**2**	**<1**	**<1**	**<1**
Source: DKA Planning, 2019 based on CalEEMod 2016.3.2 model runs.						

3. Project Impacts

a. Methodology

17 *The list of sensitive receptors provided herein does not provide an exhaustive list of sensitive receptors. Identifying every receptor near a particular project site is unnecessary, as ambient air quality does not substantially change from one residence to another, for example. By identifying several receptors representative of local air quality conditions and/or land use types, the air quality analysis can conclude that while there may be additional receptors in the area, Project impacts would be no more than what is analyzed for the closest sensitive receptor.*

18 *Overland Traffic Consultants, Inc. Traffic Impact Assessment for a Mixed-Use Project at 316-324 North La Cienega Boulevard, November 2019.*

19 *Ibid.*

The air quality analysis conducted for the Project is consistent with the methods described in the SCAQMD CEQA Air Quality Handbook (1993 edition), as well as the updates to the CEQA Air Quality Handbook, as provided on the SCAQMD website. The SCAQMD recommends the use of the California Emissions Estimator Model (CalEEMod, version 2016.3.2) as a tool for quantifying emissions of air pollutants that will be generated by constructing and operating development projects. The analyses focus on the potential change in air quality conditions due to Project implementation. Air pollutant emissions would result from both construction and operation of the Project. Specific methodologies used to evaluate these emissions are discussed below.

(1) Construction

Sources of air pollutant emissions associated with construction activities include heavy-duty off-road diesel equipment and vehicular traffic to and from the Project construction site. Project-specific information was provided describing the schedule of construction activities and the equipment inventory required from the Applicant. Details pertaining to the schedule and equipment can be found in Appendix A to this report. The CalEEMod model provides default values for daily equipment usage rates and worker trip lengths, as well as emission factors for heavy-duty equipment, passenger vehicles, and haul trucks that have been derived by the CARB. Maximum daily emissions were quantified for each construction activity based on the number of equipment and daily hours of use, in addition to vehicle trips to and from the Project Site.

The SCAQMD recommends that air pollutant emissions be assessed for both regional scale and localized impacts. The regional emissions analysis includes both on-site and off-site sources of emissions, while the localized emissions analysis focuses only on sources of emissions that would be located on the Project Site.

Localized impacts were analyzed in accordance with the SCAQMD Localized Significance Threshold (LST) methodology.[20] The localized effects from on-site portion of daily emissions were evaluated at sensitive receptor locations potentially impacted by the Project according to the SCAQMD's localized significance thresholds (LST) methodology, which uses on-site mass emission look-up tables and Project-specific modeling, where appropriate.[21] SCAQMD provides LSTs applicable to the following criteria pollutants: NO_X, CO, PM_{10}, and $PM_{2.5}$. SCAQMD does not provide an LST for SO_2 since land use development projects typically result in negligible construction and long-term operation emissions of this pollutant. Since VOCs are not a criteria pollutant, there is no ambient standard or SCAQMD LST for VOCs. Due to the role VOCs play in O_3 formation, it is classified as a precursor pollutant, and only a regional emissions threshold has been established.

20 *SCAQMD, Final Localized Significance Methodology, revised July 2008.*

21 *SCAQMD, LST Methodology Appendix C-Mass Rate LST Look-Up Table, October 2009.*

LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard and are developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor. The mass rate look-up tables were developed for each source receptor area and can be used to determine whether or not a project may generate significant adverse localized air quality impacts. SCAQMD provides LST mass rate look-up tables for projects with active construction areas that are less than or equal to 5 acres. If the project exceeds the LST look-up values, then the SCAQMD recommends that project-specific air quality modeling must be performed. Please refer to Threshold b below, for the analysis of localized impacts from on-site construction activities. In accordance with SCAQMD guidance, maximum daily emissions of NO_X, CO, PM_{10}, and $PM_{2.5}$ from on-site sources during each construction activity were compared to LST values for a one-acre site having sensitive receptors within 25 meters (82 feet).[22]

The Basin is divided into 38 SRAs, each with its own set of maximum allowable LST values for on-site emissions sources during construction and operations based on locally monitored air quality. Maximum on-site emissions resulting from the Project's construction activities were quantified and assessed against the applicable LST values. Results are summarized in Table 8, provided later in this report.

The significance criteria and analysis methodologies in the SCAQMD's CEQA Air Quality Handbook were used in evaluating impacts in the context of the CEQA significance criteria listed below. The SCAQMD LSTs for NO_2, CO, and PM_{10} were initially published in June 2003 and revised in July 2008.[23] The LSTs for $PM_{2.5}$ were established in October 2006.[24] Updated LSTs were published on the SCAQMD website on October 21, 2009.[25] Table 4 presents the significance criteria for both construction and operational emissions for the Central LA source receptor area.

Table 4
SCAQMD Construction Emissions Thresholds

Criteria Pollutant	Regional	Localized /a/
Volatile Organic Compounds (VOC)	75	--
Nitrogen Oxides (NO_X)	100	103
Carbon Monoxide (CO)	550	562

22 *SCAQMD, Fact Sheet for Applying CalEEMod to Localized Significance Thresholds, 2008.*
23 *SCAQMD, Fact Sheet for Applying CalEEMod to Localized Significance Thresholds, 2008.*
24 *SCAQMD, Final – Methodology to Calculate Particulate Matter (PM) 2.5 and PM 2.5 Significance Thresholds, October 2006.*
25 *SCAQMD, Final Localized Significance Threshold Methodology Appendix C – Mass Rate LST Look-Up Tables, October 21, 2009.*

Sulfur Oxides (SO_X)	150	--
Respirable Particulates (PM_{10})	150	4
Fine Particulates ($PM_{2.5}$)	55	3
In pounds per day for Northwest Coastal LA County source receptor area /a/ Localized significance thresholds assumed a 1-acre and 25-meter (82-foot) receptor distance, which are the smallest Project Site and shortest distance used for analysis in the LST guidance document. The SCAQMD has not developed LST values for VOC or SO_X. Source: SCAQMD		

(2) Operation

CalEEMod also generates estimates of daily and annual emissions of air pollutants resulting from future operation of a project. Operational emissions of air pollutants are produced by mobile sources (vehicular travel) and stationary sources (utilities demand). The Project Site is serviced by the Los Angeles Department of Water and Power (LADWP), for which CalEEMod has derived default emissions factors for electricity and natural gas usage that are applied to the size and land use type of the Project in question. CalEEMod also generates estimated operational emissions associated water use, wastewater generation, and solid waste disposal.

Similar to construction, SCAQMD's CalEEMod software was used for the evaluation of Project emissions during operation. CalEEMod was used to calculate on-road fugitive dust, architectural coatings, landscape equipment, energy use, mobile source, and stationary source emissions. To determine if a significant air quality impact would occur, the net increase in regional and local operational emissions generated by the Project was compared against the SCAQMD's significance thresholds, summarized in Table 5.[26] Details describing the operational emissions of the Project can be found in Appendix A of this report.

Table 5
SCAQMD Operations Emissions Thresholds

Criteria Pollutant	Regional	Localized /a/
Volatile Organic Compounds (VOC)	55	--
Nitrogen Oxides (NO_X)	55	103
Carbon Monoxide (CO)	550	562
Sulfur Oxides (SO_X)	150	--
Respirable Particulates (PM_{10})	150	1
Fine Particulates ($PM_{2.5}$)	55	1
In pounds per day for Northwest Coastal LA County source receptor area /a/ Localized significance thresholds assumed a 1-acre and 25-meter (82-foot) receptor distance, which are the smallest Project Site and shortest distance used for analysis in the LST guidance document. The		

26 *SCAQMD, SCAQMD Air Quality Significance Thresholds, revised March 2015. SCAQMD based these thresholds, in part on the federal Clean Air Act and, to enable defining "significant" for CEQA purposes, defined the setting as the South Coast Air Basin. (See SCAQMD, CEQA Air Quality Handbook, April 1993, pp. 6-1-6-2.).*

SCAQMD has not developed LST values for VOC or SO_X.
Source: SCAQMD

(3) Toxic Air Contaminants Impacts (Construction and Operations)

Potential TAC impacts are evaluated by conducting a qualitative analysis consistent with the CARB Handbook followed by a more detailed analysis (i.e., dispersion modeling), as necessary. The qualitative analysis consists of reviewing the Project to identify any new or modified TAC emissions sources. If the qualitative evaluation does not rule out significant impacts from a new source, or modification of an existing TAC emissions source, a more detailed analysis is conducted.

b. Thresholds of Significance

(1) State CEQA Guidelines Appendix G

Would the Project:

a) Conflict with or obstruct implementation of the applicable air quality plan;

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard;

c) Expose sensitive receptors to substantial pollutant concentrations; or

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

(2) 2006 L.A. CEQA Thresholds Guide and SCAQMD Thresholds

For this analysis the Appendix G Thresholds are relied upon. The analysis utilizes factors and considerations identified in the 2006 L.A. CEQA Thresholds Guide (Thresholds Guide) and SCAQMD Thresholds, as appropriate, to assist in answering the Appendix G Threshold questions.

(c) Construction

The Thresholds Guide states that the determination of significance shall be made on a case-by-case basis, considering the following criteria to evaluate construction-related air emissions:

(i) Combustion Emissions from Construction Equipment

- Type, number of pieces and usage for each type of construction equipment;
- Estimated fuel usage and type of fuel (diesel, natural gas) for each type of equipment; and
- Emission factors for each type of equipment.

(ii) Fugitive Dust—Grading, Excavation and Hauling

- Amount of soil to be disturbed on-site or moved off-site;
- Emission factors for disturbed soil;
- Duration of grading, excavation and hauling activities;
- Type and number of pieces of equipment to be used; and
- Projected haul route.

(iii) Fugitive Dust—Heavy-Duty Equipment Travel on Unpaved Road

- Length and type of road;
- Type, number of pieces, weight and usage of equipment; and
- Type of soil.

(iv) Other Mobile Source Emissions

- Number and average length of construction worker trips to Project Site, per day; and
- Duration of construction activities.

In addition, the following criteria set forth in the SCAQMD's *CEQA Air Quality Handbook* serve as quantitative air quality standards to be used to evaluate project impacts under the Appendix G Thresholds. Under these thresholds, a significant threshold would occur when:[27]

[27] *SCAQMD, SCAQMD Air Quality Significance Thresholds, revised March 2015.*

- Regional emissions from both direct and indirect sources would exceed any of the following SCAQMD prescribed threshold levels: (1) 100 pounds per day for NO_X; (2) 75 pounds a day for VOC; (3) 150 pounds per day for PM_{10} or SO_X; (4) 55 pounds per day for $PM_{2.5}$; and (5) 550 pounds per day for CO.

- Maximum on-site daily localized emissions exceed the LST, resulting in predicted ambient concentrations in the vicinity of the Project Site greater than the most stringent ambient air quality standards for CO (20 ppm [23,000 μg/m^3] over a 1-hour period or 9.0 ppm [10,350 μg/m^3] averaged over an 8-hour period) and NO_2 (0.18 ppm [339 μg/m^3] over a 1-hour period, 0.1 ppm [188 μg/m^3] over a three-year average of the 98th percentile of the daily maximum 1-hour average, or 0.03 ppm [57 μg/m^3] averaged over an annual period).

- Maximum on-site localized PM_{10} or $PM_{2.5}$ emissions during construction exceed the applicable LSTs, resulting in predicted ambient concentrations in the vicinity of the Project Site to exceed the incremental 24-hour threshold of 10.4 μg/m^3 or 1.0 μg/m^3 PM_{10} averaged over an annual period.

(b) Operation

The Thresholds Guide bases the determination of significance of operational air quality impacts on criteria set forth in the SCAQMD's *CEQA Air Quality Handbook.*[28] However, as discussed above, the City has chosen to use Appendix G as the thresholds of significance for this analysis. Accordingly, the following serve as quantitative air quality standards to be used to evaluate project impacts under the Appendix G thresholds. Under these thresholds, a significant threshold would occur when:

- Operational emissions exceed 10 tons per year of volatile organic gases or any of the following SCAQMD prescribed threshold levels: (1) 55 pounds a day for VOC;[29] (2) 55 pounds per day for NO_X; (3) 550 pounds per day for CO; (4) 150 pounds per day for SO_X; (5) 150 pounds per day for PM_{10}; and (6) 55 pounds per day for $PM_{2.5}$.[30,31]

- Maximum on-site daily localized emissions exceed the LST, resulting in predicted ambient concentrations in the vicinity of the Project Site greater than the most stringent ambient air quality standards for CO (20 parts per million (ppm) over a

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28 *SCAQMD, SCAQMD Air Quality Significance Thresholds, revised March 2015.*

29 *For purposes of this analysis, emissions of VOC and reactive organic compounds (ROG) are used interchangeably since ROG represents approximately 99.9 percent of VOC emissions.*

30 *City of Los Angeles, L.A. CEQA Thresholds Guide, 2006, p. B.2-5.*

31 *SCAQMD Air Quality Significance Thresholds, www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf, last updated March 2015.*

1-hour period or 9.0 ppm averaged over an 8-hour period) and NO_2 (0.18 ppm over a 1-hour period, 0.1 ppm over a 3-year average of the 98th percentile of the daily maximum 1-hour average, or 0.03 ppm averaged over an annual period).[32]

- Maximum on-site localized operational PM_{10} and $PM_{2.5}$ emissions exceed the incremental 24-hour threshold of 2.5 μg/m^3 or 1.0 μg/m^3 PM_{10} averaged over an annual period.[33]

- The Project causes or contributes to an exceedance of the California 1-hour or 8-hour CO standards of 20 or 9.0 ppm, respectively; or

- The Project creates an odor nuisance pursuant to SCAQMD Rule 402.

(c) Toxic Air Contaminants

The Thresholds Guide states that the determination of significance shall be made on a case-by-case basis, considering the following criteria to evaluate TACs:

- Would the project use, store, or process carcinogenic or non-carcinogenic toxic air contaminants which could result in airborne emissions?

In assessing impacts related to TACs in this section, the City will use Appendix G as the thresholds of significance. The criteria identified above from the Thresholds Guide will be used where applicable and relevant to assist in analyzing the Appendix G thresholds. In addition, the following criteria set forth in the SCAQMD's *CEQA Air Quality Handbook* serve as quantitative air quality standards to be used to evaluate project impacts under Appendix G thresholds. Under these thresholds, a significant threshold would occur when:[34]

- The Project results in the exposure of sensitive receptors to carcinogenic or toxic air contaminants that exceed the maximum incremental cancer risk of 10 in one million or an acute or chronic hazard index of 1.0.[35] For projects with a maximum incremental cancer risk between 1 in one million and 10 in one million, a project would result in a significant impact if the cancer burden exceeds 0.5 excess cancer cases.

(d) Consistency with Applicable Air Quality Plans

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32 *SCAQMD, Final Localized Significance Threshold Methodology, revised July 2008.*

33 *SCAQMD, Final—Methodology to Calculate Particulate Matter (PM) 2.5 and $PM_{2.5}$ Significance Thresholds, October 2006.*

34 *SCAQMD, CEQA Air Quality Handbook, April 1993, Chapter 6 (Determining the Air Quality Significance of a Project) and Chapter 10 (Assessing Toxic Air Pollutants).*

35 *Hazard index is the ratio of a toxic air contaminant's concentration divided by its Reference Concentration, or safe exposure level. If the hazard index exceeds one, people are exposed to levels of TACs that may pose noncancer health risks.*

CEQA Guidelines Section 15125 requires an analysis of project consistency with applicable governmental plans and policies. This analysis is conducted to assess potential project impacts against Threshold (a) from the Appendix G thresholds. In accordance with the SCAQMD's *CEQA Air Quality Handbook*, the following criteria shall be used to evaluate a project's consistency with SCAQMD and SCAG regional plans and policies, including the AQMP, consistent with the Appendix G thresholds:[36]

- Will the Project result in any of the following:
  - An increase in the frequency or severity of existing air quality violations;
  - Cause or contribute to new air quality violations; or
  - Delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP?
- Will the Project exceed the assumptions utilized in preparing the AQMP?
  - Is the Project consistent with the population and employment growth projections upon which AQMP forecasted emission levels are based;
  - Does the Project include air quality mitigation measures; or
  - To what extent is Project development consistent with the AQMP land use policies?

The Project's impacts with respect to these criteria are discussed to assess the consistency with the SCAQMD's AQMP and SCAG regional plans and policies. In addition, the Project's consistency with the City of Los Angeles General Plan Air Quality Element is discussed.

c. Analysis of Project Impacts

Threshold a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

(1) SCAQMD CEQA Air Quality Handbook Policy Analysis and SCAG 2016-2040 RTP/SCS Consistency

The following analysis addresses the Project's consistency with applicable SCAQMD and SCAG policies, including the SCAQMD's 2016 AQMP and growth projections within the SCAG 2016–2040 RTP/SCS. In accordance with the procedures established in the SCAQMD's *CEQA Air Quality Handbook*, the following criteria are required to be

36 *SCAQMD, CEQA Air Quality Handbook, April 1993, p. 12-3.*

addressed in order to determine the Project's consistency with applicable SCAQMD and SCAG policies:

- Would the project result in any of the following:
  - An increase in the frequency or severity of existing air quality violations; or
  - Cause or contribute to new air quality violations; or
  - Delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.
- Would the project exceed the assumptions utilized in preparing the AQMP?
  - Is the Project consistent with the population and employment growth projections upon which AQMP forecasted emission levels are based;
  - Does the Project include air quality mitigation measures; or
  - To what extent is Project development consistent with the AQMP land use policies?

With respect to the first criterion, as discussed below, localized concentrations of NO_2 as $NO_{X,}$ CO, PM_{10}, and $PM_{2.5}$ have been analyzed for the Project. SO_2 emissions would be negligible during construction and long-term operations, and, therefore, would not have the potential to cause or affect a violation of the SO_2 ambient air quality standard. Since VOCs are not a criteria pollutant, there is no ambient standard or localized threshold for VOCs. Due to the role VOCs play in O_3 formation, it is classified as a precursor pollutant, and only a regional emissions threshold has been established.

Particulate matter is the primary pollutant of concern during construction activities, and, therefore, the Project's PM_{10} and $PM_{2.5}$ emissions during construction were analyzed in order to: (1) ascertain potential effects on localized concentrations; and (2) determine if there is a potential for such emissions to cause or affect a violation of the ambient air quality standards for PM_{10} and $PM_{2.5}$. As demonstrated in the analysis below (see Table 8 later in this report), the increases in PM_{10} and $PM_{2.5}$ emissions during construction would not exceed the SCAQMD-recommended significance thresholds at sensitive receptors in proximity to the Project Site.

Additionally, the Project's maximum potential NO_X and CO daily emissions during construction were analyzed to ascertain potential effects on localized concentrations and to determine if there is a potential for such emissions to cause or affect a violation of an applicable ambient air quality standard. As shown in Table 8, NO_X and CO would not exceed the SCAQMD-recommended localized significance thresholds. Therefore, Project construction would not result in a significant impact with regard to localized air quality.

Because the Project would not introduce any substantial stationary sources of emissions, CO is the preferred benchmark pollutant for assessing local area air quality impacts from post-construction motor vehicle operations.[37] As indicated under Threshold (d), no intersections would require a CO hotspot analysis, and impacts would be less than significant. Therefore, the Project would not increase the frequency or severity of an existing CO violation or cause or contribute to new CO violations.

As discussed below, an analysis of potential localized operational impacts from on-site activities was conducted. As demonstrated in the analysis below (see Table 9 later in this report), localized NO_2 as NO_X, CO, PM_{10}, and $PM_{2.5}$ operational impacts would be less than significant. Therefore, the Project would not increase the frequency or severity of an existing violation or cause or contribute to new violations for these pollutants. As the Project would not exceed any of the state and federal standards, the Project would also not delay timely attainment of air quality standards or interim emission reductions specified in the AQMP.

With respect to the determination of consistency with AQMP growth assumptions, the projections in the AQMP for achieving air quality goals are based on assumptions in SCAG's 2016–2040 RTP/SCS regarding population, housing, and growth trends. Determining whether or not a project exceeds the assumptions reflected in the AQMP involves the evaluation of three criteria: (1) consistency with applicable population, housing, and employment growth projections; (2) project mitigation measures; and (3) appropriate incorporation of AQMP land use planning strategies. The following discussion provides an analysis with respect to each of these three criteria.

- Is the project consistent with the population, housing, and employment growth projections upon which AQMP forecasted emission levels are based?

A project is consistent with the AQMP, in part, if it is consistent with the population, housing, and employment assumptions that were used in the development of the AQMP. In the case of the 2016 AQMP, two sources of data form the basis for the projections of air pollutant emissions: the City of Los Angeles General Plan and SCAG's RTP.

The 2016–2040 RTP/SCS provides socioeconomic forecast projections of regional population growth. The population, housing, and employment forecasts, which are adopted by SCAG's Regional Council, are based on local plans and policies applicable to the specific area; these are used by SCAG in all phases of implementation and review. According to the California Department of Finance, the population for the City of

37 *SCAQMD, CEQA Air Quality Handbook, Chapter 12, Assessing Consistency with Applicable Regional Plans, 1993.*

Los Angeles in 2017 was approximately 4,041,707 persons. In 2040, the City of Los Angeles is anticipated to have a population of approximately 4,609,400 persons. Based on a household size factor of 2.43 persons per household in the City in 2017, the Project is estimated to generate a residential population of 149 persons at full buildout, which would represent approximately 0.02 percent of the population growth forecasted by SCAG in the City of Los Angeles between 2017 and 2040.

Development of the Project also would result in approximately ten employment positions on-site from the 4,096 square feet of ground-floor retail space. According to the 2016–2040 RTP/SCS, the employment forecast for the City of Los Angeles in 2012 was approximately 1,696,400 employees. In 2040, the City of Los Angeles is anticipated to have approximately 2,169,100 employees. Thus, the Project's estimated ten employees would constitute approximately 0.02 percent of the employment growth forecasted between 2012 and 2040. Because the Project's resulting residential and employment growth would fall well within the growth forecasts for the City and similar projections form the basis of the 2016 AQMP, it can be concluded that the Project would be consistent with the projections in the AQMP.

- Does the project implement feasible air quality mitigation measures?

As discussed below under Thresholds (b), (c), and (d), the Project would not result in any significant air quality impacts and therefore would not require mitigation. In addition, the Project would comply with all applicable regulatory standards as required by SCAQMD. As such, the proposed Project meets this AQMP consistency criterion.

- To what extent is project development consistent with the land use policies set forth in the AQMP?

With regard to land use developments such as the Project, the AQMP's air quality policies focus on the reduction of vehicle trips and vehicle miles traveled (VMT). The Project would implement a number of land use policies of the City of Los Angeles, SCAQMD, and SCAG.

The Project would be designed and constructed to support and promote environmental sustainability. The Project represents an infill development within an existing urbanized area that would *concentrate new* residential, office, and retail commercial uses within an HQTA.

"Green" principles are incorporated throughout the Project to comply with the City of Los Angeles Green Building Code and the California Green Building Standards Code (CALGreen) through energy conservation, water conservation, and waste reduction features.

The air quality plan applicable to the Project area is the 2016 AQMP. The 2016 AQMP is the SCAQMD plan for improving regional air quality in the Basin. The 2016 AQMP is the current management plan for continued progression toward clean air and compliance with State and federal requirements. It includes a comprehensive strategy aimed at controlling pollution from all sources, including stationary sources, on- and off-road mobile sources and area sources. The 2016 AQMP also incorporates current scientific information and meteorological air quality models. It also updates the federally approved 8-hour O_3 control plan with new commitments for short-term NO_X and VOC reductions.

The 2016 AQMP includes short-term control measures related to facility modernization, energy efficiency, good management practices, market incentives, and emissions growth management.

As demonstrated in the following analyses, the Project would not result in significant regional emissions. The 2016 AQMP adapts previously conducted regional air quality analyses to account for the recent unexpected drought conditions, and presents a revised approach to demonstrated attainment of the 2006 24-hour $PM_{2.5}$ NAAQS for the Basin. Directly applicable to the Project, the 2016 AQMP proposes robust NO_X reductions from commercial cooking and residential and commercial appliances, as well as commercial space heating. The Project would be required to comply with all new and existing regulatory measures set forth by the SCAQMD. Implementation of the Project would not interfere with air pollution control measures listed in the 2016 AQMP.

The Project Site is classified as “Regional Center Commercial” in the General Plan Framework and the Community Plan, a zoning classification that conditionally allows residential uses and allows retail uses by right. As such, the RTP/SCS’ assumptions about growth in the City accommodate housing, population, and job growth on this site. As a result, the Project would be consistent with the growth assumptions in the City’s General Plan. Because the AQMP accommodates growth forecasts from local General Plans, the emissions associated with this Project are accounted for and mitigated in the region’s air quality attainment plans. The air quality impacts of development on the Project Site are accommodated in the region’s emissions inventory for the 2016 RTP/SCS and 2016 AQMP. Therefore, the Project would result in less-than significant impacts related to consistency with the AQMP.

(2) City of Los Angeles Policies

The Project would offer convenient access to public transit and opportunities for walking and biking, thereby facilitating a reduction in VMT, in addition to bicycle parking. In addition, the Project would be consistent with the existing land use pattern in the vicinity that concentrates urban density along major arterials and near transit options. The Project also includes primary entrances for pedestrians and bicyclists that would be safe, easily accessible, and a short distance from transit stops.

The Project would be consistent with applicable policies of the Air Quality Element. The Project would implement sustainability features that would reduce vehicular trips, reduce VMT, and encourage use of alternative modes of transportation.

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 6, the Project is consistent with the applicable policies in the Air Quality Element. Therefore, the Project would result in less than significant impacts related to consistency with the Air Quality Element.

Table 6
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 Project would minimize particulate emissions during construction through best practices and/or SCAQMD rules.
Policy 1.3.2. Minimize particulate emissions from unpaved roads and parking lots associated with vehicular traffic.	**Consistent.** The Project would minimize particulate emissions from unpaved facilities through best practices and/or SCAQMD rules.
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 Project would be located within an urban area with significant infrastructure to provide alternative transportation modes, including proximity to Metro bus routes (e.g., 14, 105, 705 Rapid), LADOT's DASH Fairfax circulator shuttle, and Metro Rail's future Purple Line service, where a station will be located ¾ of a mile south of the Project Site. Employers in the retail uses could offer other demand management programs.
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.	**Consistent.** Where appropriate, the property management company could encourage telecommuting with future residents and tenants.
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.	**Consistent.** Where appropriate, the Project could include tenants that promote alternative commute options in the future.
Policy 2.2.2. Encourage multi-occupant vehicle travel and discourage single-occupant vehicle travel by instituting parking management practices.	**Consistent.** Where appropriate, the Project may include parking management practices in the future to reduce single-occupancy vehicle trips. The provision of 52 long-term and 8 short-term bicycle parking spaces could reduce demand for auto parking.
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 Project would not include facilities for special events.
Policy 3.2.1. Manage traffic congestion during peak hours.	**Consistent.** The Project would minimize traffic impacts at the 14 study intersections.
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 Project is being entitled through the City of Los Angeles, which coordinates with SCAG, Metro, 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	**Consistent.** The Project would be entitled and environmentally cleared at the local level.

Table 6
Project Consistency With City Of Los Angeles General Plan Air Quality Element

Strategy	Project Consistency
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 Project would be infill development that would provide residents with proximate access to jobs, shopping, and other uses. The Project's commercial uses would serve Project residents and the others in the vicinity, thereby reducing vehicle miles traveled that would otherwise be required to travel to similar uses elsewhere in the community.
Policy 4.2.3. Ensure that new development is compatible with pedestrians, bicycles, transit, and alternative fuel vehicles.	**Consistent.** The Project would be located in an urban area with significant infrastructure to facilitate alternative transportation modes, including close proximity to bus routes and rail service operating by Metro. The inclusion of 8 short- and 52 long-term bicycle parking spaces will support this policy, along with pre-wiring for electric vehicle charging stations.
Policy 4.2.4. Require that air quality impacts be a consideration in the review and approval of all discretionary projects.	**Consistent.** The Project's air quality impacts are analyzed in this document.
Policy 4.2.5. Emphasize trip reduction, alternative transit and congestion management measures for discretionary projects.	**Consistent.** The Project would be located in an urban area with significant infrastructure to facilities alternative transportation modes, including close proximity to Metro bus routes (e.g., 14, 105, 705 Rapid), LADOT's DASH Fairfax circulator shuttle, and Metro Rail's future Purple Line service, where a station will be located ¾ of a mile south of the Project Site. The Project is also subject to the City's Transit Oriented Communities Affordable Housing Incentive Program, which promotes the coordination of land use and transportation planning.
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	**Not Applicable.** This policy calls for cleaner operations of the City's Water and Power energy

Table 6
Project Consistency With City Of Los Angeles General Plan Air Quality Element

Strategy	Project Consistency
plants in order to reduce air emissions.	plants.
Policy 5.1.4. Reduce energy consumption and associated air emissions by encouraging waste reduction and recycling.	**Consistent.** The Proposed Project would be consistent with this policy by complying with Title 24, CALGreen, and other requirements to reduce solid waste 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 electric of low-emitting fuels.	**Consistent.** The Project would be designed to meet the applicable requirements of the States 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, 2019.	

Threshold b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard

(1) Construction

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 27.5 months. Table 7 summarizes the potential construction schedule that was modeled for air quality impacts.

Table 7
Estimated Construction Schedule

Phase	Duration	Notes
Demolition	Month 1	Demolition of structures and asphalt
Site Preparation	Month 2 (2 weeks)	
Grading	Months 3-4	47,100 cubic yards of soil export hauled to off-site location 20 miles away
Building Construction	Months 5-27.5	
Architectural Coatings	Months 25-27.5	
Source: DKA Planning, 2019		

The Project would be required to comply with the following regulations, as applicable:

- SCAQMD Rule 403, would reduce the amount of particulate matter entrained in ambient air as a result of anthropogenic fugitive dust sources by requiring actions to prevent, reduce or mitigate fugitive dust emissions.
- SCAQMD Rule 1113, which limits the VOC content of architectural coatings.
- SCAQMD Rule 402, which states that a person shall not discharge from any source whatsoever such quantities of air contaminants or other materials which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.
- In accordance with Section 2485 in Title 13 of the California Code of Regulations, the idling of all diesel-fueled commercial vehicles (with gross vehicle weight over 10,000 pounds) during construction would be limited to five minutes at any location.

(a) Regional Emissions

Construction activity has the potential to create air quality impacts through the use of heavy-duty construction equipment and through vehicle trips generated by construction workers traveling to and from the Project Site. Fugitive dust emissions would primarily result from grading activities. NO_X emissions would primarily result from the use of construction equipment and truck trips. During the building finishing phase, paving and the application of architectural coatings (e.g., paints) would potentially release VOCs (regulated by SCAQMD Rule 1113). The assessment of construction air quality impacts considers each of these potential sources. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation and, for dust, the prevailing weather conditions.

As stated above, it is mandatory for all construction projects in the Basin to comply with SCAQMD Rule 403 for Fugitive Dust. Rule 403 control requirements include measures to prevent the generation of visible dust plumes. Measures include, but are not limited to, applying water and/or soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system or other control measures to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project Site, and maintaining effective cover over exposed areas. Compliance with Rule 403 would reduce regional $PM_{2.5}$ and PM_{10} emissions associated with construction activities by approximately 61 percent.

This analysis also assumes a single-trip haul distance of up to 20 miles to an off-site location. However, closer locations may be determined feasible, which would result in lower emissions for the Project.

As shown in Table 8, the construction of the 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 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 8
Estimated Daily Construction Daily Emissions - Unmitigated

Construction Phase Year	Daily Emissions (Pounds Per Day)					
	VOC	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
2020	2	48	17	<1	3	1
2021	1	9	10	<1	1	1
2022	6	10	12	<1	1	1
Maximum Regional Total	**6**	**48**	**17**	**<1**	**3**	**1**
Regional Threshold	**75**	**100**	**550**	**150**	**150**	**55**
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Maximum Localized Total	**6**	**9**	**9**	**<1**	**1**	**2**
Localized Threshold	**--**	**108**	**1,048**	**--**	**8**	**5**
Exceed Threshold?	**N/A**	**No**	**No**	**N/A**	**No**	**No**
Source: DKA Planning, 2019 based on CalEEMod 2016.3.2 model runs. LST analyses based on 1-acre site with 25-meter distances to receptors in Northwest Coastal LA County source receptor area.						

(b) Localized Emissions

In addition to maximum daily regional emissions, maximum localized (onsite) emissions were quantified for each construction activity. The localized construction air quality analysis was conducted using the methodology promulgated by the SCAQMD. Look-up tables provided by the SCAQMD were used to determine localized construction emissions thresholds for the Project.[38] LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard and are based on the most recent background ambient air quality monitoring data (2016–2018) for the Project area.

Maximum on-site daily construction emissions for NO_X, CO, PM_{10}, and $PM_{2.5}$ were calculated using CalEEMod and compared to the applicable SCAQMD LSTs for the Northwest Coastal LA County SRA based on construction site acreage that is less than

[38] *SCAQMD, LST Methodology Appendix C-Mass Rate LST Look-up Table, revised October 2009.*

or equal to one acre. Potential impacts were evaluated at the closest off-site sensitive receptor, which is the single-family residence located at 323 North Alfred Street, about 90 feet east of the Project Site across the street. The closest receptor distance on the SCAQMD mass rate LST look-up tables is 25 meters.

As shown in Table 8, above, the Project would produce 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.

These estimates assume the use of Best Available Control Measures (BACM) that address fugitive dust emissions of PM_{10} and $PM_{2.5}$ through SCAQMD Rule 403. This would include watering portions of the site that are disturbed during grading activities and minimizing tracking of dirt onto local streets. Therefore, construction impacts on localized air quality are considered less than significant.

(2) Cumulative Construction

A cumulatively considerable net increase would occur if the project's construction impacts substantially contribute to air quality violations when considering other projects that may undertake construction activities at the same time.

Construction of the 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 impact 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. Therefore, construction emissions impact on localized criteria pollutant emissions would be considered less than significant.

There are 33 related projects in the general vicinity of the Project Site that were identified by the Project's traffic study.[39] Of these, none is located in the direct vicinity of the Project Site (i.e., within 500 feet). The closest receptor is approximately 835 feet

[39] *Overland Traffic Consultants, Inc. Traffic Impact Assessment for a Mixed-Use Project at 316-324 North La Cienega Boulevard, November 2019.*

north of the Project Site at 431 North La Cienega Boulevard, where a 72-unit apartment could be built.

If this related project were to undertake construction concurrently with the Project, localized CO, $PM_{2.5}$, PM_{10}, and NO_2 concentrations would be further increased. However, the application of LST thresholds to this project would help ensure that it does not produce localized hotspots of CO, $PM_{2.5}$, PM_{10}, and NO_2. This and any related projects that would exceed LST thresholds (after mitigation) could 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.

There is an existing regional cumulative impact associated with O_3, NO_2, PM_{10}, and $PM_{2.5}$ because the Basin is designated as a State and/or federal nonattainment air basin for these pollutants. However, an individual Project can emit these pollutants without significantly contributing to this cumulative impact depending on the magnitude of emissions. As discussed above, construction and operational emissions Project would not exceed any applicable SCAQMD thresholds of significance.

With respect to the Project's construction-related air quality emissions and cumulative Air Basin-wide conditions, the SCAQMD has developed strategies (e.g., SCAQMD Rule 403) to reduce criteria pollutant emissions outlined in the AQMP pursuant to Federal CAA mandates. As stated above, the Project would comply with applicable regulatory requirements, including the SCAQMD Rule 403 requirements. Per SCAQMD rules and mandates as well as the CEQA requirement that significant impacts be mitigated to the extent feasible, all construction projects Air Basin-wide would comply with these same regulatory requirements and would implement all feasible mitigation measures when significant impacts are identified.

According to the SCAQMD, individual projects that exceed the SCAQMD's recommended daily thresholds for project-specific impacts would cause a cumulatively considerable increase in emissions for those pollutants for which the Air Basin is in non-attainment. As shown in Table 8, Project construction daily emissions would not exceed any of the SCAQMD's regional or localized thresholds. Therefore, the Project's contribution to cumulative construction-related regional or localized emissions would not be cumulatively considerable and, thus, would be less than significant.

(3) Operation

Operational emissions of criteria pollutants would come from area sources and mobile sources. Area sources include natural gas for space heating and water heating, gasoline-powered landscaping and maintenance equipment, consumer products such as household cleaners, and architectural coatings for routine maintenance.

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 331 net vehicle trips on a peak weekday at the start of operations in 2022.[40] CalEEMod program generates estimates of emissions from energy use based on the land use type and size.

As shown in Table 9, the Project would not exceed the SCAQMD's regional or localized significance thresholds. The Project operational impacts on long-term air pollution would be considered less than significant. Therefore, the operational impacts of the Project on regional and localized air quality are considered less than significant.

Table 9
Estimated Daily Operations Emissions - Unmitigated

Emissions Source	Daily Emissions (Pounds Per Day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Area Sources	1	<1	5	<1	<1	<1
Energy Sources	<1	<1	<1	<1	<1	<1
Mobile Sources	1	4	10	<1	3	1
Net Regional Total	**2**	**4**	**15**	**<1**	**3**	**1**
Regional Significance Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Net Localized Total	**1**	**<1**	**5**	**<1**	**<1**	**<1**
Localized Significance Threshold	**N/A**	**108**	**1,048**	**N/A**	**2**	**2**
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Source: DKA Planning, 2019 based on CalEEMod 2016.3.2 model runs. LST analyses based on 1-acre site with 25-meter distances to receptors in Northwest Coastal LA County source receptor area.						

(4) Cumulative Operation

As for cumulative operational impacts, the proposed land use will not produce cumulatively considerable emissions of nonattainment pollutants at the regional or local level. The Project 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. As shown in Table 9, Project operation daily emissions would not exceed any of the SCAQMD's regional or localized thresholds. Because the Project's air quality impacts would not exceed the SCAQMD's operational thresholds of significance. Therefore, the Project's contribution to cumulative operation-

[40] *Overland Traffic Consultants, Inc. Traffic Impact Assessment for a Mixed-Use Project at 316-324 North La Cienega Boulevard, November 2019.*

related regional or localized emissions would not be cumulatively considerable and, thus, would be less than significant.

Threshold c) Would the project expose sensitive receptors to substantial pollutant concentrations?

There are several existing sensitive receptors within 500 feet of the Project Site, including but not limited to:[41]

- Single-family residence, 323 North Alfred Street; 90 feet east of the Project Site to main residence.
- Gindi Maimonides Academy, 8511 Beverly Place; 100 feet west of the Project Site.
- Single-family residence, 325 Westbourne Drive; 270 feet northwest of the Project Site.
- Cedars-Sinai Medical Center, 8700 Beverly Boulevard; 950 feet west of the Project Site.

(1) Construction

Construction of the Project could expose sensitive receptors to substantial pollutant concentrations if maximum daily emissions of regulated pollutants generated by sources located on and/or near the Project site exceeded the applicable LST values presented in Table 4, or if construction activities generated significant emissions of TACs that could result in carcinogenic risks or non-carcinogenic hazards exceeding the SCAQMD Air Quality Significance Thresholds of 10 excess cancers per million or non-carcinogenic Hazard Index greater than 1.0, respectively. As discussed above, the LST values were derived by the SCAQMD for the criteria pollutants NO_X, CO, PM_{10}, and $PM_{2.5}$ to prevent the occurrence of concentrations exceeding the air quality standards at sensitive receptor locations based on proximity and construction site size.

As shown in Table 8, during construction of the Project, maximum daily localized unmitigated emissions of NO_2, CO, PM_{10}, and $PM_{2.5}$ from sources on the Project site would remain below each of the respective LST values. Unmitigated maximum daily localized emissions would not exceed any of the localized standards for receptors that are generally within 25 meters of the Proposed Project's construction activities.

[41] *The list of sensitive receptors provided herein does not provide an exhaustive list of sensitive receptors. Identifying every receptor near a particular project site is unnecessary, as ambient air quality does not substantially change from one residence to another, for example. By identifying several receptors representative of local air quality conditions and/or land use types, the air quality analysis can conclude that while there may be additional receptors in the area, Project impacts would be no more than what is analyzed for the closest sensitive receptor.*

Therefore, based on SCAQMD guidance, localized emissions of criteria pollutants would not have the potential to expose sensitive receptors to substantial concentrations that would present a public health concern.

The primary TAC that would be generated by construction activities is diesel PM, which would be released from the exhaust stacks of construction equipment. The construction emissions modeling conservatively assumed that all equipment present on the Project Site would be operating simultaneously and continuously throughout most of the day, while in all likelihood this would rarely be the case. Average daily emissions of diesel PM would be less than one pound per day throughout the course of Project construction. Therefore, the magnitude of daily diesel PM emissions, would not be sufficient to result in substantial pollutant concentrations at off-site residential locations nearby.

Furthermore, according to SCAQMD methodology, health risks from carcinogenic air toxics are usually described in terms of individual cancer risk. “Individual Cancer Risk” is the likelihood that a person exposed to concentrations of TACs over a 30-year period will contract cancer based on the use of standard risk-assessment methodology. The entire duration of construction activities associated with implementation of the Project is anticipated to be approximately 27.5 months, and the magnitude of daily diesel PM emissions will vary over this time period. No residual emissions and corresponding individual cancer risk are anticipated after construction. Because there is such a short-term exposure period, construction TAC emissions would result in a less-than significant impact. Therefore, construction of the Project would not expose sensitive receptors to substantial diesel PM concentrations, and this impact would be less than significant.

(2) Operation

The Project Site would be developed with land uses that are not typically associated with TAC emissions. Typical sources of acutely and chronically hazardous TACs include industrial manufacturing processes (e.g., chrome plating, electrical manufacturing, petroleum refinery). The Project would not include these types of potential industrial manufacturing process sources. It is expected that quantities of hazardous TACs generated on-site (e.g., cleaning solvents, paints, and landscape pesticides) for the types of proposed land uses would be below thresholds warranting further study under California Accidental Release Program.

When considering potential air quality impacts under CEQA, consideration is given to the location of sensitive receptors within close proximity of land uses that emit TACs. CARB has published and adopted the Air Quality and Land Use Handbook: A Community Health Perspective, which provides recommendations regarding the siting of new sensitive land uses near potential sources of air toxic emissions (e.g., freeways, distribution centers, rail yards, ports, refineries, chrome plating facilities, dry cleaners, and gasoline dispensing facilities).[42]

The SCAQMD adopted similar recommendations in its Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning.[43] Together, the CARB and SCAQMD guidelines recommend siting distances for both the development of sensitive land uses in proximity to TAC sources and the addition of new TAC sources in proximity to existing sensitive land uses.

The primary sources of potential air toxics associated with Project operations include DPM from delivery trucks (e.g., truck traffic on local streets and idling on adjacent streets) and to a lesser extent, facility operations (e.g., natural gas fired boilers). However, these activities, and the land uses associated with the Project, are not considered land uses that generate substantial TAC emissions. It should be noted that the SCAQMD recommends that health risk assessments (HRAs) be conducted for substantial individual sources of DPM (e.g., truck stops and warehouse distribution facilities that generate more than 100 trucks per day or more than 40 trucks with operating transport refrigeration units) and has provided guidance for analyzing mobile source diesel emissions.[44] Based on this guidance, the Project would not include these types of land uses and is not considered to be a substantial source of DPM warranting a refined HRA since daily truck trips to the Project Site would not exceed 100 trucks per day or more than 40 trucks with operating transport refrigeration units. In addition, the CARB-mandated ATCM limits diesel-fueled commercial vehicles (delivery trucks) to idle for no more than 5 minutes at any given time, which would further limit diesel particulate emissions.

As the Project would not contain substantial TAC sources and is consistent with the CARB and SCAQMD guidelines, the Project would not result in the exposure of off-site sensitive receptors to carcinogenic or toxic air contaminants that exceed the maximum incremental cancer risk of 10 in one million or an acute or chronic hazard index of 1.0, and potential TAC impacts would be less than significant.

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42 *CARB, Air Quality and Land Use Handbook, a Community Health Perspective, April 2005.*

43 *SCAQMD, Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning, May 6, 2005.*

44 *SCAQMD, Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis, 2002.*

The 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.[45]

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.[46] 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.[47] 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 would be less than significant.

Threshold d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people

The Project would increase the density of residential and commercial land uses to the area but would not result in activities that create objectionable odors. It would not include any land uses typically associated with unpleasant odors and local nuisances (e.g., rendering facilities, dry cleaners). The SCAQMD would enforce any regulations

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45 *Caltrans, Transportation Project-Level Carbon Monoxide Protocol, updated October 13, 2010.*

46 *California Office of Environmental Health Hazard Assessment. Health Effects of Diesel Exhaust. www. http://oehha.ca.gov/public_info/facts/dieselfacts.html*

47 *SCAQMD, Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Emissions, December 2002.*

relating to restaurants, such as Rule 1174 that controls VOC emissions from barbecue charcoal, Rule 1153 that addresses commercial bakery ovens, Rule 1138 that governs char-broiler emissions from restaurants. SCAQMD regulations that govern nuisances (i.e., Rule 402, Nuisances) would regulate any occasional odors associated with on-site uses. Thus, the Project would have a less than significant impact with respect to Threshold d). No further analysis is required.

4. Mitigation Measures

None required.

5. Level of Significance After Mitigation

Project impacts related to air quality would be less than significant.

C. NOISE

1. Introduction

This report evaluates noise and vibration impacts that would be generated by construction and operation of the Project. The analysis compares these impacts to applicable regulations and thresholds of significance. Noise measurement technical reports, calculation worksheets, and a map of noise receptors and measurement locations are included in Appendix A to this report.

2. Environmental Setting

a. Fundamentals of Noise and Vibration

(1) Introduction to Noise

(a) 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 (i.e., 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. On this scale, the range of human hearing extends from 3 to 140 dBA. Table 10 provides examples of A-weighted noise levels from common sources.

Table 10
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.

(b) Noise Definitions

This noise analysis discusses sound levels in terms of equivalent noise level (L_{eq}), maximum noise level (L_{max}) and the Community Noise Equivalent Level (CNEL).

Equivalent Noise Level (L_{eq}): 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.

Community Noise Equivalent Level (CNEL): 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.

(c) 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.[48] 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.[49]

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

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[48] *National Institute of Health, National Institute on Deafness and Other Communication, www.nidcd.nih.gov/health/noise-induced-hearing-loss.*

[49] *World Health Organization, Guidelines for Community Noise, 1999.*

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.[50] 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 to 70 dBA, L_{eq} and cardiovascular effects, including ischaemic heart disease and hypertension. However, at this time, the 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.[51] However, few people are highly annoyed by noise levels below 55 dBA L_{eq}.[52]

(d) Noise Attenuation

Noise levels decrease as the distance from noise sources 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, 77 dBA at 200 feet, etc. Noises generated by mobile “line” sources such as roadways 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 by 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 generally infeasible for temporary barriers to reduce noise levels by more than 15 dBA.[53] 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.

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50 *Ibid.*

51 *Federal Transit Administration, Transit Noise and Vibration Impact Assessment, 2006.*

52 *World Health Organization, Guidelines for Community Noise, 1999.*

53 *California Department of Transportation, Technical Noise Supplement to the Traffic Noise Analysis Protocol, September 2013.*

It should be noted that because decibels are logarithmic units, they cannot be simply added or subtracted. For example, two cars each producing 60 dBA of noise would not produce a combined 120 dBA.

(2) Introduction to Vibration

(a) 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.

(b) Effects of Vibration

High levels of vibration may cause physical personal injury or damage to buildings. However, vibration levels rarely affect human health. Instead, most people consider vibration to be an annoyance that may affect concentration or disturb sleep. In addition, high levels of vibration may damage fragile buildings or interfere with equipment that is highly sensitive to vibration (e.g., electron microscopes).

Unlike noise, groundborne 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 inch per second.[54] Perceptible indoor vibrations are most often caused by sources within buildings themselves, such as slamming doors or heavy footsteps. Common outdoor sources of groundborne vibration include construction equipment, trains, and traffic on rough or unpaved roads. Traffic vibration from smooth and well-maintained roads is typically not perceptible.

(c) Vibration Definitions

This analysis discusses vibration in terms of Peak Particle Velocity (PPV).

Peak Particle Velocity (PPV): 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.[55]

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[54] *Ibid.*

[55] *Federal Transit Administration (FTA), Transit Noise and Vibration Impact Assessment, 2006.*

b. Regulatory Framework

(1) Noise

(a) Federal

Currently, no federal noise standards regulate environmental noise associated with short-term construction activities or long-term operations of development projects. As such, temporary and long-term noise impacts produced by the Project would be largely regulated or evaluated by State and City of Los Angeles standards designed to protect public well-being and health.

(b) State

<u>2017 General Plan Guidelines</u>

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 11 illustrates State compatibility considerations between various land uses and exterior noise levels.

Table 11
State of California Noise/Land Use Compatibility Matrix

<table>
<tr><th rowspan="2">Land Use Compatibility</th><th colspan="8">Community Noise Exposure (dBA, CNEL)</th></tr>
<tr><th><</th><th>55</th><th>60</th><th>65</th><th>70</th><th>75</th><th>80</th><th>></th></tr>
<tr><td rowspan="4">Residential – Low Density Single-Family, Duplex Mobile Homes</td><td colspan="2">NA</td><td></td><td></td><td></td><td></td><td></td><td></td></tr>
<tr><td></td><td colspan="3">CA</td><td></td><td></td><td></td><td></td></tr>
<tr><td></td><td></td><td></td><td></td><td>NU</td><td></td><td></td><td></td></tr>
<tr><td></td><td></td><td></td><td></td><td colspan="4">CU</td></tr>
<tr><td rowspan="4">Residential – Multi-Family</td><td colspan="3">NA</td><td></td><td></td><td></td><td></td><td></td></tr>
<tr><td></td><td></td><td colspan="2">CA</td><td></td><td></td><td></td><td></td></tr>
<tr><td></td><td></td><td></td><td></td><td>NU</td><td></td><td></td><td></td></tr>
<tr><td></td><td></td><td></td><td></td><td colspan="4">CU</td></tr>
<tr><td rowspan="4">Transient Lodging – Motels, Hotels</td><td colspan="3">NA</td><td></td><td></td><td></td><td></td><td></td></tr>
<tr><td></td><td></td><td colspan="2">CA</td><td></td><td></td><td></td><td></td></tr>
<tr><td></td><td></td><td></td><td></td><td colspan="2">NU</td><td></td><td></td></tr>
<tr><td></td><td></td><td></td><td></td><td></td><td></td><td colspan="2">CU</td></tr>
<tr><td rowspan="4">Schools, Libraries, Churches, Hospitals, Nursing Homes</td><td colspan="4">NA</td><td></td><td></td><td></td><td></td></tr>
<tr><td></td><td></td><td colspan="2">CA</td><td></td><td></td><td></td><td></td></tr>
<tr><td></td><td></td><td></td><td></td><td colspan="2">NU</td><td></td><td></td></tr>
<tr><td></td><td></td><td></td><td></td><td></td><td></td><td colspan="2">CU</td></tr>
<tr><td rowspan="4">Auditoriums, Concert Halls, Amphitheaters</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr>
<tr><td colspan="6">CA</td><td></td><td></td></tr>
<tr><td></td><td></td><td></td><td colspan="5">CU</td></tr>
<tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr>
<tr><td rowspan="4">Sports Arenas, Outdoor Spectator Sports</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr>
<tr><td colspan="7">CA</td><td></td></tr>
<tr><td></td><td></td><td></td><td></td><td colspan="4">CU</td></tr>
<tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr>
<tr><td rowspan="3">Playgrounds, Neighborhood Parks</td><td colspan="4">NA</td><td></td><td></td><td></td><td></td></tr>
<tr><td></td><td></td><td></td><td colspan="3">NU</td><td></td><td></td></tr>
<tr><td></td><td></td><td></td><td></td><td></td><td colspan="3">CU</td></tr>
</table>

<table>
<tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr>
<tr><td rowspan="4">Golf Courses, Riding Stables, Water Recreation, Cemeteries</td><td colspan="5">NA</td><td></td><td></td><td></td></tr>
<tr><td></td><td></td><td></td><td colspan="4">NU</td><td></td></tr>
<tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>CU</td></tr>
<tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr>
<tr><td rowspan="4">Office Buildings, Business Commercial and Professional</td><td colspan="4">NA</td><td></td><td></td><td></td><td></td></tr>
<tr><td></td><td></td><td></td><td colspan="3">CA</td><td></td><td></td></tr>
<tr><td></td><td></td><td></td><td></td><td></td><td colspan="3">NU</td></tr>
<tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr>
<tr><td rowspan="4">Industrial, Manufacturing, Utilities, Agriculture</td><td colspan="5">NA</td><td></td><td></td><td></td></tr>
<tr><td></td><td></td><td></td><td colspan="4">CA</td><td></td></tr>
<tr><td></td><td></td><td></td><td></td><td></td><td colspan="3">NU</td></tr>
<tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr>
<tr><td colspan="9">NA = Normally Acceptable – Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.
CA = Conditionally Acceptable – New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply system or air conditioning will normally suffice.
NU = Normally Unacceptable – New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
CU = Clearly Unacceptable – New construction or development should generally not be undertaken.
Source: California Office of Planning and Research, General Plan Guidelines – Noise Element Guidelines (Appendix D), Figure 2, 2017.</td></tr>
</table>

(c) City of Los Angeles

<u>General Plan Noise Element</u>

The City of Los Angeles General Plan includes a Noise Element that includes policies and standards in order to guide the control of noise to protect residents, workers, and visitors. Its primary goal is to regulate long-term noise impacts to 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 project's noise or vibration impacts. Instead, it adopts the State's guidance on noise and land use compatibility, shown in Table 11 above, "to help guide determination of appropriate land use and mitigation measures vis-à-vis existing or anticipated ambient noise levels."

<u>Los Angeles Municipal Code</u>

The City of Los Angeles Municipal Code (the "LAMC") contains a number of regulations that would apply to the Project's temporary construction activities and long-term operations.

Section 41.40(a) would prohibit Project construction activities from occurring between the hours of 9:00 P.M. and 7:00 A.M., Monday through Friday. Subdivision (c) would further prohibit such activities from occurring before 8:00 A.M. or after 6:00 P.M. on any Saturday, or on any Sunday or national holiday.

> *<u>SEC.41.40. NOISE DUE TO CONSTRUCTION, EXCAVATION WORK—WHEN PROHIBITED.</u>*

> (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 construction activities is subdivision (a), which institutes a maximum noise limit of 75 dBA for the types of construction vehicles and equipment that would likely be used for the Project's construction. However, the LAMC notes that these limitations would not necessarily apply if it can be 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) would prevent Project heating, ventilation, and air conditioning (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.

(2) Vibration

For the evaluation of construction-related vibration impacts, Federal Transit Administration (FTA) guidelines and recommendations are used given the absence of applicable federal, County, and City standards specific to temporary construction activities.

(a) Federal

Federal Transit Administration (FTA)

Though not regulatory in nature, the FTA has established vibration impact criteria for buildings and other structures, as potential building and structural damages are the generally the foremost concern when evaluating the impacts of construction-related vibrations. Table 12 summarizes the FTA's vibration guidelines for building and structural damage.

Table 12
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, Transit Noise and Vibration Impact Assessment Manual, 2018.

(b) State

There are no State standards that directly regulate groundborne vibration related to the construction or operation of the Project.

(c) City of Los Angeles

There are no City standards that directly regulate groundborne vibration related to the construction or operation of the Project.

c. Existing Conditions

(1) Noise-Sensitive Receptors

Land uses sensitive to noise may include residences, transient lodgings, schools, libraries, churches, hospitals, nursing homes, auditoriums, concert halls, amphitheaters, playgrounds, and parks. Sensitive receptors within 1,000 feet of the Project Site include but are not limited to the following:[56]

- Single-family residence, 323 North Alfred Street; 90 feet east of the Project Site to main residence.
- Gindi Maimonides Academy, 8511 Beverly Place; 100 feet west of the Project Site.
- Sofitel Los Angeles at Beverly Hills, 8555 Beverly Boulevard; 220 feet southwest of the Project Site.
- Single-family residence, 325 Westbourne Drive; 270 feet northwest of the Project Site.
- Cedars-Sinai Medical Center, 8700 Beverly Boulevard; 950 feet west of the Project Site.

(2) Existing Ambient Noise Levels

On January 12, 2019, DKA Planning took short-term noise measurements near the Project site to determine the ambient noise conditions of the neighborhood. As shown in Table 13, noise levels along roadways near the Project Site are generally consistent with

[56] *The list of sensitive receptors provided herein does not provide an exhaustive list of sensitive receptors. Identifying every receptor near a particular project site is unnecessary, as ambient noise levels do not substantially change from one residence to another, for example. By identifying several receptors representative of local noise conditions and/or land use types, the noise analysis can conclude that while there may be additional receptors in the area, Project impacts would be no more than what is analyzed for the closest sensitive receptor.*

their traffic volumes. Ambient noise levels along La Cienega Boulevard reflected heavier traffic volumes, while noise from collector roads were markedly lower based on lower vehicle activity.

Table 13
Existing Noise Levels

Noise Monitoring Locations	Sound Levels (dBA, Leq)
1. Gindi Maimonides Academy	67.7
2. Sofitel Los Angeles at Beverly Hills	61.0
3. 323 North Alfred Street residence	52.9
4. 300 block of Westbourne Drive residences	49.2
Source: DKA Planning, 2019	

(3) Existing Groundborne Vibration Levels

No sources of groundborne vibration were perceptible at any noise measurement locations on La Cienega Boulevard or any collector roads during the course of the field noise study. As such, groundborne vibration levels surrounding the Project site are generally imperceptible, suggesting that groundborne vibration levels are typically below the 0.01 inches per second threshold of perception for humans.

3. Project Impacts

a. Methodology

(1) On-Site Construction Activities

The Project's construction noise impact associated with its on-site construction activities was determined by identifying the maximum L_{max} source noise levels of the Project's potential construction equipment at a reference distance of 50 feet and comparing them to the 75 dBA at 50 feet standard set by Section 112.05 of the LAMC, as the Project is located within 500 feet of residential zones. Noise levels were then conservatively adjusted to account for any standard, industry-wide "best practice" noise management techniques or features that would be adopted by the Project's construction. Reference equipment noise levels were obtained from the Federal Highway Administration's Roadway Construction Noise Model, version 1.1 (FHWA RCNM 1.1).

Incremental noise increases at nearby sensitive receptors were estimated using logarithmic methodologies that consider reference equipment noise levels, noise management techniques, distance to receptors, and any attenuating features.

(2) Off-Site Construction Activities – Haul Trucks

The Project's off-site construction noise impact from haul trucks was analyzed by considering the Project's estimated haul truck usage with existing traffic and roadway noise levels along the Project's anticipated haul route.

(3) On-Site Operational Noise Sources

The Project's potential to result in significant noise impacts from on-site operational noise sources was evaluated by identifying sources of on-site noise sources and considering the impact that they could produce given the nature of the source (i.e., loudness and whether noise would be produced during daytime or more-sensitive nighttime hours), distances to nearby sensitive receptors, surrounding ambient noise levels, the presence of similar noise sources in the vicinity, and maximum allowable noise levels permitted by the LAMC.

Incremental noise increases at nearby sensitive receptors were estimated using logarithmic methodologies that consider reference equipment noise levels, noise management techniques, distance to receptors, and any attenuating features.

(4) Off-Site Operational Noise Sources

The Project's off-site noise impact from Project-related traffic was evaluated based on projected traffic volumes without and with traffic generated by the Proposed Project. Future year without- and with-Project scenarios were projected to determine the effect that Project traffic could have on roadside ambient noise levels in the Project's vicinity. Any significant increases in traffic volume that could result in audible or significant increases in ambient noise at local sensitive receptors are identified.

(5) Construction Vibration Sources

The Project's potential to generate damaging levels of groundborne vibration was analyzed by identifying construction vibration sources and estimating the maximum vibration levels that they could produce at nearby buildings, all based on principles and guidelines recommended by the FTA in its 2006 Transit Noise and Vibration Impact Assessment manual. Vibration levels were then compared with the manual's suggested damage criteria for various types of building categories.

(6) Operational Vibration Sources

The Project's long-term potential to generate damaging levels of groundborne vibration was analyzed by identifying any operational vibration sources and determining whether they would generate any potential to trigger significant impacts based on principles and guidelines recommended by the FTA in its 2006 Transit Noise and Vibration Impact Assessment manual.

b. Thresholds of Significance

(1) State CEQA Guidelines Appendix G

In accordance with Appendix G of the CEQA Guidelines, a project would have a significant impact related to noise if the Project would result in:

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;

b) Generation of excessive groundborne vibration or groundborne noise levels;

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airstrip, would the project expose people residing or working in the project area to excessive noise levels.

(2) On-Site Construction Noise Threshold

Based on guidelines from the City of Los Angeles City Department of Planning, the on-site construction noise impact would be considered significant if:

- Construction noise would exceed 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;

- Construction activities lasting more than one day would exceed existing ambient exterior sound levels by 10 dBA (hourly L_{eq}) or more at a noise-sensitive use;

- Construction activities lasting more than 10 days in a three-month period would exceed existing ambient exterior noise levels by 5 dBA (hourly L_{eq}) or more at a noise-sensitive use; or

- Construction activities of any duration would exceed the ambient noise level by 5 dBA (hourly L_{eq}) at a noise-sensitive use between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, before 8:00 A.M. or after 6:00 P.M. on Saturday, or at any time on Sunday.

(3) Groundborne Vibration Thresholds

There are no adopted City standards or other applicable regulations that would govern the Project's vibration impacts. In assessing impacts related to noise and vibration in this section, the City will use Appendix G as the thresholds of significance. The criteria identified by the FTA in its 2006 Transit Noise and Vibration Impact Assessment manual will be used where applicable and relevant to assist in analyzing the Appendix G thresholds (see Table 12).

(4) Operational Noise Thresholds

In addition to applicable City standards and guidelines that would regulate or otherwise moderate the Project's operational noise impacts, the following criteria are adopted to assess the impact of the Project's operational noise sources:

- 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 12).

- Project operations would cause any 5 dBA or greater noise increase.[57]

c. Analysis of Project Impacts

Threshold a) ***Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?***

(1) On-Site Construction Activities

Proposed construction would generate noise during demolition, site preparation, grading, building construction, and application of architectural coatings. During all construction

[57] *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.*

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, loaders, and other earthmoving vehicles. Smaller equipment such as forklifts, generators, and various powered hand tools would also be utilized. Off-site secondary noises would be generated by 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 at 50 feet, 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 that the Project’s construction noise does not exceed this noise limit. “Best practices” utilized by the Project would include erecting temporary noise barriers around the Project’s perimeter, using mufflers to dampen noise from internal combustion engines, and warming-up or staging equipment away from sensitive receptors. 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 14
Maximum 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).*

Estimated Project construction noise levels were modeled using the noise reference levels of a grader and an accompanying loader to represent a conservative noise source scenario during the construction phase. As shown on Table 14, graders and loaders can produce average peak noise levels of 75 and 69 dBA, respectively, at a reference distance of 50 feet with best practices measures. The noise levels of other construction equipment and vehicles would not be as loud or as extensive over the duration of the Project’s construction phase than the grader. Thus, noise levels of all other construction equipment and phases would not exceed the impacts analyzed here. As shown on Table 15, ambient noise levels during Project construction would increase up to 4.8 dBA Leq at nearby sensitive receptors. These increases would not exceed the City's 5 dBA threshold in its L.A. CEQA Thresholds Guide. Therefore, noise impacts from on-site construction activities would be considered less than significant.

Table 15
Estimated Construction Noise Levels

Receptor Location	Maximum Construction Noise*	Existing Ambient (dBA, L_{eq})	New Ambient (dBA, L_{eq})	Increase
1. Gindi Maimonides Academy	60.0	67.7	68.4	0.7
2. Sofitel Los Angeles at Beverly Hills	53.1	61.0	61.7	0.7
3. 323 North Alfred Street residence	55.9	52.9	67.7	4.8
4. 300 block of Westbourne Drive residences	46.3	49.2	51.0	1.8

* *Assumes best practices which provide 10 dBA attenuation from temporary noise barrier and 3 dBA attenuation by use of mufflers.*

Source: DKA Planning, 2019.

(2) Off-Site Construction Activities – Haul Trucks

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. With regard to haul truck noise levels, the Project would require about 5,888 haul trips over a three-month grading phase to export soil. The haul route would likely rely on major arterials (e.g., La Cienega Boulevard) to access regional freeways.

According to the L.A. CEQA Thresholds Guide, a 3 dBA increase in roadway noise levels requires an approximate doubling of roadway traffic volume, assuming that travel speeds and fleet mix remain constant. The grading phase would average approximately 18 haul trucks per hour over an eight-hour day that would travel along La Cienega Boulevard and then accessing freeways to reach landfill locations. A doubling of traffic volumes is required to increase ambient noise levels by 3 dBA. The marginal addition of about 18 haul trucks per hour to local arterials would represent the equivalent of about 36 passenger vehicles, far less than the doubling of traffic volumes on arterials like La Cienega Boulevard that experience about 1,261 southbound hourly trips at Beverly

Boulevard in the afternoon peak hour.[58] As a result, haul trucks would not double traffic volumes that would be needed to increase ambient noise levels by 3 dBA. As a result, the Project's off-site construction noise impact from haul trucks would be considered less than significant.

(3) On-Site Operational Noise Sources

During operations, the Project would produce noise from both on- and off-site sources. As discussed below, the Project would not result in an exposure of persons to or a generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. The Project would also not increase surrounding noise levels by more than 3 dBA CNEL, the minimum threshold of significance adopted by this analysis. As a result, the Project's on-site operational noise impacts would be considered less than significant.

Mechanical Equipment. Regulatory compliance with LAMC Section 112.02 would 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 ambient noise levels along La Cienega Boulevard and Beverly Boulevard, the relatively quiet operation of modern rooftop-mounted HVAC systems, and distances to receptors, it is unlikely that noise from the Project's HVAC systems would be audible at off-site locations. Nearly all of the Project's surrounding commercial and residential land uses contain similar rooftop-mounted HVAC units. The Project's HVAC systems would be consistent with its surroundings and would not alter the environmental profile of the neighborhood by any substantial degree.

Auto-Related Activities. The Project would include 78 parking spaces in both ground-level and three subterranean levels of parking. To be discussed in greater detail below, the Project is forecast to generate a maximum of 22 A.M. and 28 P.M. net peak hour vehicle trips that would access the garage along an alley to the rear of the Project Site. Based on FTA equations for the projection of parking garage noise levels, a parking facility with an average hourly activity of 28 vehicles during the day and 22 at night (worst-case scenario) would be predicted to generate an hourly L_{eq} noise level of 44.5 dBA at the nearest receptors along North Alfred Street, the closest off-site sensitive receptor to the Project Site.[59] These impacts would be far below the ambient noise levels (i.e., 52.9 dBA) at these receptors and would result in a 1 dBA increase in ambient noise levels that would not be audible. As such, the Project's parking garage would have no audible effect on the surrounding noise environment.

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58 *Overland Traffic Consultants, Inc. Traffic Impact Assessment for a Mixed-Use Project at 316-324 North La Cienega Boulevard, November 2019.*

59 *Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, September 2018.*

Residential and Commercial Retail Uses. Noise associated with residential and commercial retail uses would be contained internally within the Project. Normal and reasonable use of the Project's 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 of on-site operational noise sources would be considered less than significant.

(4) Off-Site Operational 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 331 net new daily trips, including 22 net new A.M. peak hour trips and 28 net new P.M. peak hour trips.[60] A doubling of traffic volumes (i.e., 100 percent increase) is needed to increase ambient noise levels near roadways by 3 dBA or more.

As shown in Tables 16 and 17, Project-related traffic would generate no more than a 0.6 percent increase in traffic on key roadway segments near the Project Site. However, none of these increases would result in audible increases in traffic-related noise on local streets. As a result, Project-related traffic would have no impact on roadside ambient noise levels in the Project site vicinity. Twenty-four-hour CNEL impacts would similarly be negligible, far below the minimum 3 dBA noise increase threshold. Therefore, the Project's operational impact on off-site ambient noise levels as a result of its net traffic generation would be considered less than significant.

Table 16
Existing + Project AM Peak-Hour Traffic Volumes

Roadway Segment		Traffic Volumes			
		No Project (2019)	Project Impact (2019)	Percent Increase	Significant Impact?
La Cienega Bl south of Oakwood Ave	N	971	976	0.4%	No
	S	1,381	1,381	0.0%	No
La Cienega Bl north of Beverly Bl	N	1,137	1,139	0.2%	No
	S	1,337	1,337	0.0%	No
La Cienega Bl north of 3rd Street	N	1,135	1,137	0.2%	No
	S	1,410	1,418	0.6%	No

60 *Overland Traffic Consultants, Inc. Traffic Impact Assessment for a Mixed-Use Project at 316-324 North La Cienega Boulevard, November 2019.*

Source: DKA Planning, 2019. An increase of over 100.00 percent is needed to increase ambient noise levels by 3 dBA.

Table 17
Existing + Project PM Peak-Hour Traffic Volumes

Roadway Segment		Traffic Volumes			
		No Project (2019)	Project Impact (2019)	Percent Increase	Significant Impact?
La Cienega Bl south of Oakwood Ave	N	1,432	1,435	0.2%	No
	S	1,070	1,070	0.0%	No
La Cienega Bl north of Beverly Bl	N	1,567	1,576	0.6%	No
	S	1,261	1,261	0.0%	No
La Cienega Bl north of 3rd Street	N	1,507	1,514	0.5%	No
	S	1,348	1,353	0.4%	No
Source: DKA Planning, 2019. An increase of over 100.00 percent is needed to increase ambient noise levels by 3 dBA.					

As such, the Project's contribution to permanent cumulative off-site ambient noise level increases would be negligible. As a result, the Project's cumulative operational noise impact would be considered less than significant.

Threshold b) Generation of excessive groundborne vibration or groundborne noise levels?

(1) Building Damage Vibration Impact – On-Site Sources

As discussed earlier, construction of the Project would require large steel-tracked earthmoving equipment such as excavators. Though these vehicles may be capable of generating maximum vibration levels of 0.089 inches per second PPV at a reference distance of 25 feet, it is important to note that these vehicles would not be capable of operating directly where the Project's property line abuts adjacent structures. These vehicles would retain some setback to preserve maneuverability, in addition to operating at reduced power and intensity to maintain precision at these locations.

As a result, vibration levels of 0.089 inches per second PPV, representative of maximum, peak operations, would not be generated at the property lines of the Project. Smaller, more maneuverable and precise equipment and techniques capable of fine grading at property lines would only generate maximum vibration levels of 0.003 inches per second PPV. Table 18 shows the Project's estimated construction vibration impacts at the nearest off-site structures. No building would experience potentially damaging levels of groundborne vibration as a result of the Project's construction activities, and more distance structures would experience lesser impacts. Therefore, the Project's vibration impacts as generated by on-site construction activities would be considered less than significant.

Table 18
Building Damage Vibration Levels – On-Site Sources

Building	Distance (feet)	Condition[1]	Significance Criteria (in/sec)[1]	Estimated Maximum Vibration Velocity (in/sec PPV)	Significant Impact?
Large Dozer-Type Equipment					
Single-family residence, 323 North Alfred Street	90	III. Non-engineered timber and masonry	0.2	0.013	No
Gindi Maimonides Academy, 8511 Beverly Place	100	II. Engineered concrete and masonry (no plaster)	0.3	0.011	No
Small Dozer-Type Equipment					
Single-family residence, 323 North Alfred Street	90	III. Non-engineered timber and masonry	0.2	0.006	No
Gindi Maimonides Academy, 8511 Beverly Place	100	II. Engineered concrete and masonry (no plaster)	0.3	0.001	No

[1]*Structural condition and significance criteria based on FTA guidelines issued in the 2018* FTA Transit Noise and Vibration Impact Assessment *manual.*

Source: DKA Planning, 2019

In addition to the temporary vibration from construction of the Project, the concurrent construction of other potential projects in the area could produce additional vibration from cumulative activities. However, of the 33 related projects identified in the traffic study, the closest related project at 431 North La Cienega is approximately 835 feet away and would not contribute to any cumulative vibration impacts at local receptors due to its significant distance from the Project Site. Therefore, cumulative impacts with from vibration during construction would be less than significant.

(2) Building Damage Vibration Impact – Off-Site Sources

As discussed earlier, construction of the Project would generate trips from large trucks including haul trucks, concrete mixing trucks, concrete pumping trucks, and vendor delivery trucks. However, road vehicles are typically not capable of generating perceptible groundborne vibrations, let alone vibrations that would be considered potentially damaging for roadside buildings and structures. The Project's potential to damage roadside buildings and structures as the result of groundborne vibrations generated by its truck trips would be considered less than significant.

(3) Operational Vibration Sources

During Project operations, there would be no significant stationary sources of groundborne vibration, such as heavy equipment or industrial operations. Significant sources of operational vibration are generally limited to heavy equipment or industrial operations. The Project proposes a total of 56 multi-family residences and 4,096 square feet of retail uses, neither of which would generate operational vibration of any note. The Project would be accessed mostly by passenger vehicles that would not be capable of generating substantial groundborne vibrations.

The Project's long-term vibration impact from operational sources (primarily passenger vehicles) would be nominal and less than significant.

Threshold c) ***For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airstrip, would the project expose people residing or working in the project area to excessive noise levels?***

The Project Site is neither located within the vicinity of a private airstrip or an airport land use plan, nor is it located within two miles of a public airport or public use 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.

4. Mitigation Measures

None required.

5. Level of Significance After Mitigation

Project impacts related to noise and vibration would be less than significant.

APPENDIX A –
TECHNICAL MODELING

320 North La Cienega Bl Existing

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Strip Mall	3.15	1000sqft	0.35	3,150.00	0

1.2 Other Project Characteristics

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

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Developer information

Vehicle Trips - Overland Traffic Consultants, Inc. 320 N. La Cienega Boulevard Traffic Impact Study, February 2019

Table Name	Column Name	Default Value	New Value
tblLandUse	LotAcreage	0.07	0.35
tblVehicleTrips	ST_TR	42.04	37.75
tblVehicleTrips	WD_TR	44.32	37.75

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0704	0.0000	3.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		6.9000e-004	6.9000e-004	0.0000		7.4000e-004
Energy	1.5000e-004	1.3900e-003	1.1700e-003	1.0000e-005		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004		1.6651	1.6651	3.0000e-005	3.0000e-005	1.6750
Mobile	0.2173	0.9036	2.3331	6.6300e-003	0.4811	7.5600e-003	0.4887	0.1288	7.1000e-003	0.1359		673.8259	673.8259	0.0411		674.8537
Total	**0.2879**	**0.9050**	**2.3346**	**6.6400e-003**	**0.4811**	**7.6700e-003**	**0.4888**	**0.1288**	**7.2100e-003**	**0.1360**		**675.4917**	**675.4917**	**0.0412**	**3.0000e-005**	**676.5295**

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	0.0704	0.0000	3.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		6.9000e-004	6.9000e-004	0.0000		7.4000e-004
Energy	1.5000e-004	1.3900e-003	1.1700e-003	1.0000e-005		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004		1.6651	1.6651	3.0000e-005	3.0000e-005	1.6750
Mobile	0.2173	0.9036	2.3331	6.6300e-003	0.4811	7.5600e-003	0.4887	0.1288	7.1000e-003	0.1359		673.8259	673.8259	0.0411		674.8537
Total	**0.2879**	**0.9050**	**2.3346**	**6.6400e-003**	**0.4811**	**7.6700e-003**	**0.4888**	**0.1288**	**7.2100e-003**	**0.1360**		**675.4917**	**675.4917**	**0.0412**	**3.0000e-005**	**676.5295**

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.2173	0.9036	2.3331	6.6300e-003	0.4811	7.5600e-003	0.4887	0.1288	7.1000e-003	0.1359		673.8259	673.8259	0.0411		674.8537
Unmitigated	0.2173	0.9036	2.3331	6.6300e-003	0.4811	7.5600e-003	0.4887	0.1288	7.1000e-003	0.1359		673.8259	673.8259	0.0411		674.8537

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Strip Mall	118.91	118.91	64.35	211,414	211,414
Total	118.91	118.91	64.35	211,414	211,414

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
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Strip Mall	0.548007	0.045751	0.200309	0.124119	0.017133	0.006025	0.018861	0.028423	0.002391	0.002469	0.004915	0.000672	0.000925

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	1.5000e-004	1.3900e-003	1.1700e-003	1.0000e-005		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004		1.6651	1.6651	3.0000e-005	3.0000e-005	1.6750
NaturalGas Unmitigated	1.5000e-004	1.3900e-003	1.1700e-003	1.0000e-005		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004		1.6651	1.6651	3.0000e-005	3.0000e-005	1.6750

5.2 Energy by Land Use - NaturalGas

<u>Unmitigated</u>

	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					
Strip Mall	14.1534	1.5000e-004	1.3900e-003	1.1700e-003	1.0000e-005		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004		1.6651	1.6651	3.0000e-005	3.0000e-005	1.6750
Total		**1.5000e-004**	**1.3900e-003**	**1.1700e-003**	**1.0000e-005**		**1.1000e-004**	**1.1000e-004**		**1.1000e-004**	**1.1000e-004**		**1.6651**	**1.6651**	**3.0000e-005**	**3.0000e-005**	**1.6750**

<u>Mitigated</u>

	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					
Strip Mall	0.0141534	1.5000e-004	1.3900e-003	1.1700e-003	1.0000e-005		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004		1.6651	1.6651	3.0000e-005	3.0000e-005	1.6750
Total		**1.5000e-004**	**1.3900e-003**	**1.1700e-003**	**1.0000e-005**		**1.1000e-004**	**1.1000e-004**		**1.1000e-004**	**1.1000e-004**		**1.6651**	**1.6651**	**3.0000e-005**	**3.0000e-005**	**1.6750**

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	0.0704	0.0000	3.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		6.9000e-004	6.9000e-004	0.0000		7.4000e-004
Unmitigated	0.0704	0.0000	3.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		6.9000e-004	6.9000e-004	0.0000		7.4000e-004

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	8.0000e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0624					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.0000e-005	0.0000	3.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		6.9000e-004	6.9000e-004	0.0000		7.4000e-004
Total	**0.0704**	**0.0000**	**3.2000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**6.9000e-004**	**6.9000e-004**	**0.0000**		**7.4000e-004**

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	8.0000e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000

Consumer Products	0.0624					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.0000e-005	0.0000	3.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		6.9000e-004	6.9000e-004	0.0000		7.4000e-004
Total	**0.0704**	**0.0000**	**3.2000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**6.9000e-004**	**6.9000e-004**	**0.0000**		**7.4000e-004**

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

320 North La Cienega Bl Existing

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Strip Mall	3.15	1000sqft	0.35	3,150.00	0

1.2 Other Project Characteristics

Urbanization Urban **Wind Speed (m/s)** 2.2 **Precipitation Freq (Days)** 33

Climate Zone 11 **Operational Year** 2019

Utility Company Los Angeles Department of Water & Power

CO2 Intensity (lb/MWhr) 1227.89 **CH4 Intensity (lb/MWhr)** 0.029 **N2O Intensity (lb/MWhr)** 0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Developer information

Vehicle Trips - Overland Traffic Consultants, Inc. 320 N. La Cienega Boulevard Traffic Impact Study, February 2019

Table Name	Column Name	Default Value	New Value
tblLandUse	LotAcreage	0.07	0.35
tblVehicleTrips	ST_TR	42.04	37.75
tblVehicleTrips	WD_TR	44.32	37.75

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0129	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	8.0000e-005	8.0000e-005	0.0000	0.0000	8.0000e-005
Energy	3.0000e-005	2.5000e-004	2.1000e-004	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	23.9605	23.9605	5.6000e-004	1.2000e-004	24.0106
Mobile	0.0349	0.1594	0.3905	1.0900e-003	0.0803	1.2900e-003	0.0815	0.0215	1.2100e-003	0.0227	0.0000	100.2566	100.2566	6.3400e-003	0.0000	100.4151
Waste						0.0000	0.0000		0.0000	0.0000	0.6719	0.0000	0.6719	0.0397	0.0000	1.6646
Water						0.0000	0.0000		0.0000	0.0000	0.0740	2.5771	2.6511	7.6600e-003	1.9000e-004	2.8999
Total	**0.0478**	**0.1597**	**0.3908**	**1.0900e-003**	**0.0803**	**1.3100e-003**	**0.0816**	**0.0215**	**1.2300e-003**	**0.0228**	**0.7459**	**126.7942**	**127.5401**	**0.0543**	**3.1000e-004**	**128.9903**

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	0.0129	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	8.0000e-005	8.0000e-005	0.0000	0.0000	8.0000e-005
Energy	3.0000e-005	2.5000e-004	2.1000e-004	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	23.9605	23.9605	5.6000e-004	1.2000e-004	24.0106
Mobile	0.0349	0.1594	0.3905	1.0900e-003	0.0803	1.2900e-003	0.0815	0.0215	1.2100e-003	0.0227	0.0000	100.2566	100.2566	6.3400e-003	0.0000	100.4151
Waste						0.0000	0.0000		0.0000	0.0000	0.6719	0.0000	0.6719	0.0397	0.0000	1.6646
Water						0.0000	0.0000		0.0000	0.0000	0.0740	2.5771	2.6511	7.6600e-003	1.9000e-004	2.8999

Total	0.0478	0.1597	0.3908	1.0900e-003	0.0803	1.3100e-003	0.0816	0.0215	1.2300e-003	0.0228	0.7459	126.7942	127.5401	0.0543	3.1000e-004	128.9903

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive 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	0.0349	0.1594	0.3905	1.0900e-003	0.0803	1.2900e-003	0.0815	0.0215	1.2100e-003	0.0227	0.0000	100.2566	100.2566	6.3400e-003	0.0000	100.4151
Unmitigated	0.0349	0.1594	0.3905	1.0900e-003	0.0803	1.2900e-003	0.0815	0.0215	1.2100e-003	0.0227	0.0000	100.2566	100.2566	6.3400e-003	0.0000	100.4151

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Strip Mall	118.91	118.91	64.35	211,414	211,414
Total	118.91	118.91	64.35	211,414	211,414

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
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Strip Mall	0.548007	0.045751	0.200309	0.124119	0.017133	0.006025	0.018861	0.028423	0.002391	0.002469	0.004915	0.000672	0.000925

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	23.6848	23.6848	5.6000e-004	1.2000e-004	23.7333
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	23.6848	23.6848	5.6000e-004	1.2000e-004	23.7333
NaturalGas Mitigated	3.0000e-005	2.5000e-004	2.1000e-004	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.2757	0.2757	1.0000e-005	1.0000e-005	0.2773
NaturalGas Unmitigated	3.0000e-005	2.5000e-004	2.1000e-004	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.2757	0.2757	1.0000e-005	1.0000e-005	0.2773

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					
Strip Mall	5166	3.0000e-005	2.5000e-004	2.1000e-004	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.2757	0.2757	1.0000e-005	1.0000e-005	0.2773
Total		**3.0000e-**	**2.5000e-**	**2.1000e-**	**0.0000**		**2.0000e-**	**2.0000e-**		**2.0000e-**	**2.0000e-005**	**0.0000**	**0.2757**	**0.2757**	**1.0000e-**	**1.0000e-**	**0.2773**

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					

Strip Mall	5166	3.0000e-005	2.5000e-004	2.1000e-004	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.2757	0.2757	1.0000e-005	1.0000e-005	0.2773
Total		**3.0000e-005**	**2.5000e-004**	**2.1000e-004**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**	**0.0000**	**0.2757**	**0.2757**	**1.0000e-005**	**1.0000e-005**	**0.2773**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Strip Mall	42525	23.6848	5.6000e-004	1.2000e-004	23.7333
Total		**23.6848**	**5.6000e-004**	**1.2000e-004**	**23.7333**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Strip Mall	42525	23.6848	5.6000e-004	1.2000e-004	23.7333
Total		**23.6848**	**5.6000e-004**	**1.2000e-004**	**23.7333**

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	0.0129	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	8.0000e-005	8.0000e-005	0.0000	0.0000	8.0000e-005
Unmitigated	0.0129	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	8.0000e-005	8.0000e-005	0.0000	0.0000	8.0000e-005

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	1.4600e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0114					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	8.0000e-005	8.0000e-005	0.0000	0.0000	8.0000e-005
Total	**0.0128**	**0.0000**	**4.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**8.0000e-005**	**8.0000e-005**	**0.0000**	**0.0000**	**8.0000e-005**

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	1.4600e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0114					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Landscaping	0.0000	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	8.0000e-005	8.0000e-005	0.0000	0.0000	8.0000e-005
Total	**0.0128**	**0.0000**	**4.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**8.0000e-005**	**8.0000e-005**	**0.0000**	**0.0000**	**8.0000e-005**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	2.6511	7.6600e-003	1.9000e-004	2.8999
Unmitigated	2.6511	7.6600e-003	1.9000e-004	2.8999

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Strip Mall	0.233328 / 0.143008	2.6511	7.6600e-003	1.9000e-004	2.8999
Total		**2.6511**	**7.6600e-003**	**1.9000e-004**	**2.8999**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Strip Mall	0.233328 / 0.143008	2.6511	7.6600e-003	1.9000e-004	2.8999
Total		**2.6511**	**7.6600e-003**	**1.9000e-004**	**2.8999**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.6719	0.0397	0.0000	1.6646
Unmitigated	0.6719	0.0397	0.0000	1.6646

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Strip Mall	3.31	0.6719	0.0397	0.0000	1.6646
Total		**0.6719**	**0.0397**	**0.0000**	**1.6646**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Strip Mall	3.31	0.6719	0.0397	0.0000	1.6646
Total		**0.6719**	**0.0397**	**0.0000**	**1.6646**

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

320 North La Cienega Bl Existing

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Strip Mall	3.15	1000sqft	0.35	3,150.00	0

1.2 Other Project Characteristics

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

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Developer information

Vehicle Trips - Overland Traffic Consultants, Inc. 320 N. La Cienega Boulevard Traffic Impact Study, February 2019

Table Name	Column Name	Default Value	New Value
tblLandUse	LotAcreage	0.07	0.35
tblVehicleTrips	ST_TR	42.04	37.75
tblVehicleTrips	WD_TR	44.32	37.75

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0704	0.0000	3.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		6.9000e-004	6.9000e-004	0.0000		7.4000e-004
Energy	1.5000e-004	1.3900e-003	1.1700e-003	1.0000e-005		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004		1.6651	1.6651	3.0000e-005	3.0000e-005	1.6750
Mobile	0.2118	0.9205	2.2797	6.3000e-003	0.4811	7.6300e-003	0.4888	0.1288	7.1700e-003	0.1360		639.9041	639.9041	0.0414		640.9394
Total	**0.2824**	**0.9219**	**2.2812**	**6.3100e-003**	**0.4811**	**7.7400e-003**	**0.4889**	**0.1288**	**7.2800e-003**	**0.1361**		**641.5699**	**641.5699**	**0.0414**	**3.0000e-005**	**642.6151**

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	0.0704	0.0000	3.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		6.9000e-004	6.9000e-004	0.0000		7.4000e-004
Energy	1.5000e-004	1.3900e-003	1.1700e-003	1.0000e-005		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004		1.6651	1.6651	3.0000e-005	3.0000e-005	1.6750
Mobile	0.2118	0.9205	2.2797	6.3000e-003	0.4811	7.6300e-003	0.4888	0.1288	7.1700e-003	0.1360		639.9041	639.9041	0.0414		640.9394
Total	**0.2824**	**0.9219**	**2.2812**	**6.3100e-003**	**0.4811**	**7.7400e-003**	**0.4889**	**0.1288**	**7.2800e-003**	**0.1361**		**641.5699**	**641.5699**	**0.0414**	**3.0000e-005**	**642.6151**

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.2118	0.9205	2.2797	6.3000e-003	0.4811	7.6300e-003	0.4888	0.1288	7.1700e-003	0.1360		639.9041	639.9041	0.0414		640.9394
Unmitigated	0.2118	0.9205	2.2797	6.3000e-003	0.4811	7.6300e-003	0.4888	0.1288	7.1700e-003	0.1360		639.9041	639.9041	0.0414		640.9394

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Strip Mall	118.91	118.91	64.35	211,414	211,414
Total	118.91	118.91	64.35	211,414	211,414

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
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Strip Mall	0.548007	0.045751	0.200309	0.124119	0.017133	0.006025	0.018861	0.028423	0.002391	0.002469	0.004915	0.000672	0.000925

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	1.5000e-004	1.3900e-003	1.1700e-003	1.0000e-005		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004		1.6651	1.6651	3.0000e-005	3.0000e-005	1.6750
NaturalGas Unmitigated	1.5000e-004	1.3900e-003	1.1700e-003	1.0000e-005		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004		1.6651	1.6651	3.0000e-005	3.0000e-005	1.6750

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					
Strip Mall	14.1534	1.5000e-004	1.3900e-003	1.1700e-003	1.0000e-005		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004		1.6651	1.6651	3.0000e-005	3.0000e-005	1.6750
Total		**1.5000e-004**	**1.3900e-003**	**1.1700e-003**	**1.0000e-005**		**1.1000e-004**	**1.1000e-004**		**1.1000e-004**	**1.1000e-004**		**1.6651**	**1.6651**	**3.0000e-005**	**3.0000e-005**	**1.6750**

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					
Strip Mall	0.0141534	1.5000e-004	1.3900e-003	1.1700e-003	1.0000e-005		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004		1.6651	1.6651	3.0000e-005	3.0000e-005	1.6750
Total		**1.5000e-004**	**1.3900e-003**	**1.1700e-003**	**1.0000e-005**		**1.1000e-004**	**1.1000e-004**		**1.1000e-004**	**1.1000e-004**		**1.6651**	**1.6651**	**3.0000e-005**	**3.0000e-005**	**1.6750**

6.0 Area Detail

6.1 Mitigation Measures Area

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Mitigated	0.0704	0.0000	3.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		6.9000e-004	6.9000e-004	0.0000		7.4000e-004
Unmitigated	0.0704	0.0000	3.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		6.9000e-004	6.9000e-004	0.0000		7.4000e-004

6.2 Area by SubCategory

Unmitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Architectural Coating	8.0000e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0624					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.0000e-005	0.0000	3.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		6.9000e-004	6.9000e-004	0.0000		7.4000e-004
Total	**0.0704**	**0.0000**	**3.2000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**6.9000e-004**	**6.9000e-004**	**0.0000**		**7.4000e-004**

Mitigated

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

Architectural Coating	8.0000e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0624					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.0000e-005	0.0000	3.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		6.9000e-004	6.9000e-004	0.0000		7.4000e-004
Total	**0.0704**	**0.0000**	**3.2000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**6.9000e-004**	**6.9000e-004**	**0.0000**		**7.4000e-004**

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

320 North La Cienega Bl Future - Los Angeles-South Coast County, Summer

320 North La Cienega Bl 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
Enclosed Parking with Elevator	77.00	Space	0.00	30,800.00	0
Apartments Mid Rise	61.00	Dwelling Unit	0.30	55,937.00	174
Strip Mall	4.10	1000sqft	0.03	4,097.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2022
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Developer information

Vehicle Trips - Overland Traffic Consultants, Inc. 320 N. La Cienega Boulevard Traffic Impact Study, October 2019

Construction Phase - Consultant assumptions

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Grading - Developer information

Demolition - Assumes 5,385 sf of structures at 12' height @ 400 lb/CY = 479 tons, along iwth 12,260 sf of asphalt @ 6 inches of depth @ 2,400 lb/CY = 272 tons

Woodstoves - Developer information

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

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	46
tblConstructionPhase	NumDays	10.00	23.00
tblConstructionPhase	NumDays	1.00	10.00
tblConstructionPhase	NumDays	2.00	42.00
tblConstructionPhase	NumDays	100.00	522.00
tblConstructionPhase	NumDays	5.00	88.00
tblFireplaces	NumberGas	51.85	0.00
tblFireplaces	NumberNoFireplace	6.10	61.00
tblFireplaces	NumberWood	3.05	0.00
tblGrading	AcresOfGrading	0.00	0.35
tblGrading	AcresOfGrading	5.00	0.50
tblGrading	MaterialExported	0.00	47,100.00
tblLandUse	LandUseSquareFeet	61,000.00	55,937.00
tblLandUse	LandUseSquareFeet	4,100.00	4,097.00
tblLandUse	LotAcreage	0.69	0.00
tblLandUse	LotAcreage	1.61	0.30
tblLandUse	LotAcreage	0.09	0.03
tblVehicleTrips	HO_TTP	40.60	41.00
tblVehicleTrips	HS_TTP	19.20	19.00
tblVehicleTrips	HW_TTP	40.20	40.00
tblVehicleTrips	ST_TR	6.39	4.80
tblVehicleTrips	ST_TR	42.04	37.75
tblVehicleTrips	SU_TR	5.86	4.80
tblVehicleTrips	WD_TR	6.65	4.80

tblVehicleTrips	WD_TR	44.32	37.75
tblWoodstoves	NumberCatalytic	3.05	0.00
tblWoodstoves	NumberNoncatalytic	3.05	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					
2020	2.1380	48.2161	16.9928	0.1239	3.4514	0.5968	4.0482	1.1355	0.5696	1.7051	0.0000	13,262.793 5	13,262.793 5	1.0373	0.0000	13,288.725 2
2021	1.0601	9.3209	9.9043	0.0211	0.7251	0.4552	1.1803	0.1941	0.4188	0.6129	0.0000	2,093.5591	2,093.5591	0.3957	0.0000	2,103.4515
2022	5.7125	9.7285	11.8557	0.0252	0.8593	0.4619	1.3211	0.2296	0.4315	0.6612	0.0000	2,481.4691	2,481.4691	0.4154	0.0000	2,491.8529
Maximum	**5.7125**	**48.2161**	**16.9928**	**0.1239**	**3.4514**	**0.5968**	**4.0482**	**1.1355**	**0.5696**	**1.7051**	**0.0000**	**13,262.793 5**	**13,262.793 5**	**1.0373**	**0.0000**	**13,288.725 2**

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					
2020	2.1380	48.2161	16.9928	0.1239	2.5097	0.5968	3.1064	0.8935	0.5696	1.4632	0.0000	13,262.793 5	13,262.793 5	1.0373	0.0000	13,288.725 2
2021	1.0601	9.3209	9.9043	0.0211	0.4407	0.4552	0.8959	0.1242	0.4188	0.5431	0.0000	2,093.5590	2,093.5590	0.3957	0.0000	2,103.4515
2022	5.7125	9.7285	11.8557	0.0252	0.5212	0.4619	0.9830	0.1467	0.4315	0.5782	0.0000	2,481.4691	2,481.4691	0.4154	0.0000	2,491.8529

Maximum	**5.7125**	**48.2161**	**16.9928**	**0.1239**	**2.5097**	**0.5968**	**3.1064**	**0.8935**	**0.5696**	**1.4632**	**0.0000**	**13,262.7935**	**13,262.7935**	**1.0373**	**0.0000**	**13,288.7252**

	ROG	NOx	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**	**31.06**	**0.00**	**23.88**	**25.32**	**0.00**	**13.25**	**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	1.4612	0.0582	5.0463	2.7000e-004		0.0279	0.0279		0.0279	0.0279	0.0000	9.0794	9.0794	8.7900e-003	0.0000	9.2992
Energy	0.0168	0.1438	0.0619	9.2000e-004		0.0116	0.0116		0.0116	0.0116		183.3852	183.3852	3.5100e-003	3.3600e-003	184.4749
Mobile	0.7505	3.5159	9.5378	0.0342	2.7525	0.0277	2.7802	0.7366	0.0258	0.7624		3,478.1795	3,478.1795	0.1766		3,482.5953
Total	**2.2285**	**3.7178**	**14.6460**	**0.0354**	**2.7525**	**0.0672**	**2.8197**	**0.7366**	**0.0653**	**0.8019**	**0.0000**	**3,670.6441**	**3,670.6441**	**0.1889**	**3.3600e-003**	**3,676.3694**

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	1.4612	0.0582	5.0463	2.7000e-004		0.0279	0.0279		0.0279	0.0279	0.0000	9.0794	9.0794	8.7900e-003	0.0000	9.2992
Energy	0.0168	0.1438	0.0619	9.2000e-004		0.0116	0.0116		0.0116	0.0116		183.3852	183.3852	3.5100e-003	3.3600e-003	184.4749
Mobile	0.7505	3.5159	9.5378	0.0342	2.7525	0.0277	2.7802	0.7366	0.0258	0.7624		3,478.1795	3,478.1795	0.1766		3,482.5953

Total	2.2285	3.7178	14.6460	0.0354	2.7525	0.0672	2.8197	0.7366	0.0653	0.8019	0.0000	3,670.6441	3,670.6441	0.1889	3.3600e-003	3,676.3694

	ROG	NOx	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	7/1/2020	7/31/2020	5	23	
2	Site Preparation	Site Preparation	8/1/2020	8/14/2020	5	10	
3	Grading	Grading	8/15/2020	10/13/2020	5	42	
4	Building Construction	Building Construction	10/14/2020	10/13/2022	5	522	
5	Architectural Coating	Architectural Coating	6/14/2022	10/13/2022	5	88	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0.35

Acres of Paving: 0

Residential Indoor: 113,272; Residential Outdoor: 37,757; Non-Residential Indoor: 6,146; Non-Residential Outdoor: 2,049; Striped Parking Area:

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37

Building Construction	Cranes		1	4.00	231	0.29
Building Construction	Forklifts		2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes		2	8.00	97	0.37
Architectural Coating	Air Compressors		1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	74.00	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
Grading	4	10.00	0.00	5,888.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	58.00	12.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	12.00	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 - 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					
Fugitive Dust					0.6987	0.0000	0.6987	0.1058	0.0000	0.1058			0.0000			0.0000
Off-Road	0.8674	7.8729	7.6226	0.0120		0.4672	0.4672		0.4457	0.4457		1,147.2352	1,147.2352	0.2169		1,152.6578
Total	**0.8674**	**7.8729**	**7.6226**	**0.0120**	**0.6987**	**0.4672**	**1.1659**	**0.1058**	**0.4457**	**0.5515**		**1,147.2352**	**1,147.2352**	**0.2169**		**1,152.6578**

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	0.0281	0.9251	0.2050	2.5400e-003	0.0563	2.9500e-003	0.0592	0.0154	2.8200e-003	0.0183		275.3546	275.3546	0.0187		275.8231
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	0.0460	0.0327	0.4378	1.1800e-003	0.1118	9.3000e-004	0.1127	0.0296	8.6000e-004	0.0305		117.6113	117.6113	3.7100e-003		117.7040
Total	**0.0741**	**0.9579**	**0.6428**	**3.7200e-003**	**0.1680**	**3.8800e-003**	**0.1719**	**0.0451**	**3.6800e-003**	**0.0488**		**392.9659**	**392.9659**	**0.0225**		**393.5271**

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					0.6638	0.0000	0.6638	0.1005	0.0000	0.1005			0.0000			0.0000
Off-Road	0.8674	7.8729	7.6226	0.0120		0.4672	0.4672		0.4457	0.4457	0.0000	1,147.2352	1,147.2352	0.2169		1,152.6578
Total	**0.8674**	**7.8729**	**7.6226**	**0.0120**	**0.6638**	**0.4672**	**1.1310**	**0.1005**	**0.4457**	**0.5462**	**0.0000**	**1,147.2352**	**1,147.2352**	**0.2169**		**1,152.6578**

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Hauling	0.0281	0.9251	0.2050	2.5400e-003	0.0367	2.9500e-003	0.0396	0.0106	2.8200e-003	0.0134		275.3546	275.3546	0.0187		275.8231
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	0.0460	0.0327	0.4378	1.1800e-003	0.0671	9.3000e-004	0.0680	0.0187	8.6000e-004	0.0195		117.6113	117.6113	3.7100e-003		117.7040
Total	**0.0741**	**0.9579**	**0.6428**	**3.7200e-003**	**0.1038**	**3.8800e-003**	**0.1077**	**0.0293**	**3.6800e-003**	**0.0330**		**392.9659**	**392.9659**	**0.0225**		**393.5271**

3.3 Site Preparation - 2020

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Fugitive Dust					0.0530	0.0000	0.0530	5.7300e-003	0.0000	5.7300e-003			0.0000			0.0000
Off-Road	0.6853	8.4307	4.0942	9.7400e-003		0.3353	0.3353		0.3085	0.3085		943.4872	943.4872	0.3051		951.1158
Total	**0.6853**	**8.4307**	**4.0942**	**9.7400e-003**	**0.0530**	**0.3353**	**0.3884**	**5.7300e-003**	**0.3085**	**0.3143**		**943.4872**	**943.4872**	**0.3051**		**951.1158**

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	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	0.0230	0.0164	0.2189	5.9000e-004	0.0559	4.7000e-004	0.0564	0.0148	4.3000e-004	0.0153		58.8056	58.8056	1.8500e-003		58.8520
Total	**0.0230**	**0.0164**	**0.2189**	**5.9000e-004**	**0.0559**	**4.7000e-004**	**0.0564**	**0.0148**	**4.3000e-004**	**0.0153**		**58.8056**	**58.8056**	**1.8500e-003**		**58.8520**

<u>Mitigated Construction On-Site</u>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0504	0.0000	0.0504	5.4400e-003	0.0000	5.4400e-003			0.0000			0.0000
Off-Road	0.6853	8.4307	4.0942	9.7400e-003		0.3353	0.3353		0.3085	0.3085	0.0000	943.4872	943.4872	0.3051		951.1158
Total	**0.6853**	**8.4307**	**4.0942**	**9.7400e-003**	**0.0504**	**0.3353**	**0.3857**	**5.4400e-003**	**0.3085**	**0.3140**	**0.0000**	**943.4872**	**943.4872**	**0.3051**		**951.1158**

<u>Mitigated Construction Off-Site</u>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	0.0230	0.0164	0.2189	5.9000e-004	0.0335	4.7000e-004	0.0340	9.3400e-003	4.3000e-004	9.7700e-003		58.8056	58.8056	1.8500e-003		58.8520
Total	**0.0230**	**0.0164**	**0.2189**	**5.9000e-004**	**0.0335**	**4.7000e-004**	**0.0340**	**9.3400e-003**	**4.3000e-004**	**9.7700e-003**		**58.8056**	**58.8056**	**1.8500e-003**		**58.8520**

3.4 Grading - 2020

<u>Unmitigated Construction On-Site</u>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.8884	0.0000	0.8884	0.4339	0.0000	0.4339			0.0000			0.0000
Off-Road	0.8674	7.8729	7.6226	0.0120		0.4672	0.4672		0.4457	0.4457		1,147.2352	1,147.2352	0.2169		1,152.6578
Total	**0.8674**	**7.8729**	**7.6226**	**0.0120**	**0.8884**	**0.4672**	**1.3556**	**0.4339**	**0.4457**	**0.8796**		**1,147.2352**	**1,147.2352**	**0.2169**		**1,152.6578**

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	1.2246	40.3105	8.9324	0.1107	2.4512	0.1287	2.5798	0.6719	0.1231	0.7950		11,997.9470	11,997.9470	0.8167		12,018.3634
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	0.0460	0.0327	0.4378	1.1800e-003	0.1118	9.3000e-004	0.1127	0.0296	8.6000e-004	0.0305		117.6113	117.6113	3.7100e-003		117.7040
Total	**1.2706**	**40.3432**	**9.3703**	**0.1119**	**2.5629**	**0.1296**	**2.6925**	**0.7015**	**0.1240**	**0.8255**		**12,115.5583**	**12,115.5583**	**0.8204**		**12,136.0674**

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					0.8440	0.0000	0.8440	0.4122	0.0000	0.4122			0.0000			0.0000
Off-Road	0.8674	7.8729	7.6226	0.0120		0.4672	0.4672		0.4457	0.4457	0.0000	1,147.2352	1,147.2352	0.2169		1,152.6578
Total	**0.8674**	**7.8729**	**7.6226**	**0.0120**	**0.8440**	**0.4672**	**1.3112**	**0.4122**	**0.4457**	**0.8579**	**0.0000**	**1,147.2352**	**1,147.2352**	**0.2169**		**1,152.6578**

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	1.2246	40.3105	8.9324	0.1107	1.5986	0.1287	1.7272	0.4626	0.1231	0.5857		11,997.9470	11,997.9470	0.8167		12,018.3634
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	0.0460	0.0327	0.4378	1.1800e-003	0.0671	9.3000e-004	0.0680	0.0187	8.6000e-004	0.0195		117.6113	117.6113	3.7100e-003		117.7040
Total	**1.2706**	**40.3432**	**9.3703**	**0.1119**	**1.6657**	**0.1296**	**1.7952**	**0.4813**	**0.1240**	**0.6052**		**12,115.5583**	**12,115.5583**	**0.8204**		**12,136.0674**

3.5 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	0.0427	1.2765	0.3345	3.1100e-003	0.0768	6.0100e-003	0.0828	0.0221	5.7500e-003	0.0279		332.4296	332.4296	0.0203		332.9368
Worker	0.2669	0.1899	2.5395	6.8500e-003	0.6483	5.4200e-003	0.6537	0.1719	4.9900e-003	0.1769		682.1455	682.1455	0.0215		682.6831
Total	**0.3096**	**1.4664**	**2.8740**	**9.9600e-003**	**0.7251**	**0.0114**	**0.7366**	**0.1941**	**0.0107**	**0.2048**		**1,014.5751**	**1,014.5751**	**0.0418**		**1,015.6199**

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	0.0427	1.2765	0.3345	3.1100e-003	0.0517	6.0100e-003	0.0577	0.0159	5.7500e-003	0.0217		332.4296	332.4296	0.0203		332.9368
Worker	0.2669	0.1899	2.5395	6.8500e-003	0.3890	5.4200e-003	0.3945	0.1083	4.9900e-003	0.1133		682.1455	682.1455	0.0215		682.6831
Total	**0.3096**	**1.4664**	**2.8740**	**9.9600e-003**	**0.4407**	**0.0114**	**0.4521**	**0.1242**	**0.0107**	**0.1350**		**1,014.5751**	**1,014.5751**	**0.0418**		**1,015.6199**

3.5 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	0.0365	1.1651	0.3046	3.0900e-003	0.0768	2.3800e-003	0.0792	0.0221	2.2800e-003	0.0244		329.8568	329.8568	0.0194		330.3426
Worker	0.2486	0.1709	2.3361	6.6300e-003	0.6483	5.2400e-003	0.6535	0.1719	4.8300e-003	0.1768		660.4865	660.4865	0.0195		660.9730

Total	**0.2851**	**1.3360**	**2.6407**	**9.7200e-003**	**0.7251**	**7.6200e-003**	**0.7328**	**0.1941**	**7.1100e-003**	**0.2012**		**990.3433**	**990.3433**	**0.0389**		**991.3156**

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	0.0365	1.1651	0.3046	3.0900e-003	0.0517	2.3800e-003	0.0540	0.0159	2.2800e-003	0.0182		329.8568	329.8568	0.0194		330.3426
Worker	0.2486	0.1709	2.3361	6.6300e-003	0.3890	5.2400e-003	0.3943	0.1083	4.8300e-003	0.1131		660.4865	660.4865	0.0195		660.9730
Total	**0.2851**	**1.3360**	**2.6407**	**9.7200e-003**	**0.4407**	**7.6200e-003**	**0.4483**	**0.1242**	**7.1100e-003**	**0.1313**		**990.3433**	**990.3433**	**0.0389**		**991.3156**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6863	7.0258	7.1527	0.0114		0.3719	0.3719		0.3422	0.3422		1,103.9393	1,103.9393	0.3570		1,112.8652
Total	**0.6863**	**7.0258**	**7.1527**	**0.0114**		**0.3719**	**0.3719**		**0.3422**	**0.3422**		**1,103.9393**	**1,103.9393**	**0.3570**		**1,112.8652**

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	0.0342	1.1080	0.2882	3.0600e-003	0.0768	2.0800e-003	0.0789	0.0221	1.9900e-003	0.0241		326.9831	326.9831	0.0188		327.4522
Worker	0.2329	0.1544	2.1553	6.4000e-003	0.6483	5.0700e-003	0.6534	0.1719	4.6700e-003	0.1766		637.2531	637.2531	0.0176		637.6929
Total	**0.2671**	**1.2623**	**2.4435**	**9.4600e-003**	**0.7251**	**7.1500e-003**	**0.7323**	**0.1941**	**6.6600e-003**	**0.2007**		**964.2362**	**964.2362**	**0.0364**		**965.1450**

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	0.6863	7.0258	7.1527	0.0114		0.3719	0.3719		0.3422	0.3422	0.0000	1,103.9393	1,103.9393	0.3570		1,112.8652
Total	**0.6863**	**7.0258**	**7.1527**	**0.0114**		**0.3719**	**0.3719**		**0.3422**	**0.3422**	**0.0000**	**1,103.9393**	**1,103.9393**	**0.3570**		**1,112.8652**

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	0.0342	1.1080	0.2882	3.0600e-003	0.0517	2.0800e-003	0.0537	0.0159	1.9900e-003	0.0179		326.9831	326.9831	0.0188		327.4522
Worker	0.2329	0.1544	2.1553	6.4000e-003	0.3890	5.0700e-003	0.3941	0.1083	4.6700e-003	0.1130		637.2531	637.2531	0.0176		637.6929
Total	**0.2671**	**1.2623**	**2.4435**	**9.4600e-003**	**0.4407**	**7.1500e-003**	**0.4478**	**0.1242**	**6.6600e-003**	**0.1309**		**964.2362**	**964.2362**	**0.0364**		**965.1450**

3.6 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	4.5064					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062
Total	**4.7109**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**		**281.4481**	**281.4481**	**0.0183**		**281.9062**

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	0.0482	0.0319	0.4459	1.3200e-003	0.1341	1.0500e-003	0.1352	0.0356	9.7000e-004	0.0365		131.8455	131.8455	3.6400e-003		131.9365
Total	**0.0482**	**0.0319**	**0.4459**	**1.3200e-003**	**0.1341**	**1.0500e-003**	**0.1352**	**0.0356**	**9.7000e-004**	**0.0365**		**131.8455**	**131.8455**	**3.6400e-003**		**131.9365**

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	4.5064					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817	0.0000	281.4481	281.4481	0.0183		281.9062
Total	**4.7109**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**	**0.0000**	**281.4481**	**281.4481**	**0.0183**		**281.9062**

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	0.0482	0.0319	0.4459	1.3200e-003	0.0805	1.0500e-003	0.0815	0.0224	9.7000e-004	0.0234		131.8455	131.8455	3.6400e-003		131.9365
Total	**0.0482**	**0.0319**	**0.4459**	**1.3200e-003**	**0.0805**	**1.0500e-003**	**0.0815**	**0.0224**	**9.7000e-004**	**0.0234**		**131.8455**	**131.8455**	**3.6400e-003**		**131.9365**

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	0.7505	3.5159	9.5378	0.0342	2.7525	0.0277	2.7802	0.7366	0.0258	0.7624		3,478.1795	3,478.1795	0.1766		3,482.5953
Unmitigated	0.7505	3.5159	9.5378	0.0342	2.7525	0.0277	2.7802	0.7366	0.0258	0.7624		3,478.1795	3,478.1795	0.1766		3,482.5953

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	292.80	292.80	292.80	999,937	999,937
Enclosed Parking with Elevator	0.00	0.00	0.00		
Strip Mall	154.78	154.78	83.76	275,173	275,173
Total	447.58	447.58	376.56	1,275,110	1,275,110

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.00	19.00	41.00	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.546501	0.044961	0.204016	0.120355	0.015740	0.006196	0.020131	0.030678	0.002515	0.002201	0.005142	0.000687	0.000876
Enclosed Parking with Elevator	0.546501	0.044961	0.204016	0.120355	0.015740	0.006196	0.020131	0.030678	0.002515	0.002201	0.005142	0.000687	0.000876
Strip Mall	0.546501	0.044961	0.204016	0.120355	0.015740	0.006196	0.020131	0.030678	0.002515	0.002201	0.005142	0.000687	0.000876

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	0.0168	0.1438	0.0619	9.2000e-004		0.0116	0.0116		0.0116	0.0116		183.3852	183.3852	3.5100e-003	3.3600e-003	184.4749
NaturalGas Unmitigated	0.0168	0.1438	0.0619	9.2000e-004		0.0116	0.0116		0.0116	0.0116		183.3852	183.3852	3.5100e-003	3.3600e-003	184.4749

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	1540.37	0.0166	0.1420	0.0604	9.1000e-004		0.0115	0.0115		0.0115	0.0115		181.2195	181.2195	3.4700e-003	3.3200e-003	182.2964
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
Strip Mall	18.4084	2.0000e-004	1.8000e-003	1.5200e-003	1.0000e-005		1.4000e-004	1.4000e-004		1.4000e-004	1.4000e-004		2.1657	2.1657	4.0000e-005	4.0000e-005	2.1786
Total		**0.0168**	**0.1438**	**0.0619**	**9.2000e-004**		**0.0116**	**0.0116**		**0.0116**	**0.0116**		**183.3852**	**183.3852**	**3.5100e-003**	**3.3600e-003**	**184.4749**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	1.54037	0.0166	0.1420	0.0604	9.1000e-004		0.0115	0.0115		0.0115	0.0115		181.2195	181.2195	3.4700e-003	3.3200e-003	182.2964
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
Strip Mall	0.0184084	2.0000e-004	1.8000e-003	1.5200e-003	1.0000e-005		1.4000e-004	1.4000e-004		1.4000e-004	1.4000e-004		2.1657	2.1657	4.0000e-005	4.0000e-005	2.1786
Total		**0.0168**	**0.1438**	**0.0619**	**9.2000e-004**		**0.0116**	**0.0116**		**0.0116**	**0.0116**		**183.3852**	**183.3852**	**3.5100e-003**	**3.3600e-003**	**184.4749**

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	1.4612	0.0582	5.0463	2.7000e-004		0.0279	0.0279		0.0279	0.0279	0.0000	9.0794	9.0794	8.7900e-003	0.0000	9.2992
Unmitigated	1.4612	0.0582	5.0463	2.7000e-004		0.0279	0.0279		0.0279	0.0279	0.0000	9.0794	9.0794	8.7900e-003	0.0000	9.2992

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	0.1087					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.1996					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	0.1529	0.0582	5.0463	2.7000e-004		0.0279	0.0279		0.0279	0.0279		9.0794	9.0794	8.7900e-003		9.2992
Total	**1.4612**	**0.0582**	**5.0463**	**2.7000e-004**		**0.0279**	**0.0279**		**0.0279**	**0.0279**	**0.0000**	**9.0794**	**9.0794**	**8.7900e-003**	**0.0000**	**9.2992**

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	0.1087					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.1996					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	0.1529	0.0582	5.0463	2.7000e-004		0.0279	0.0279		0.0279	0.0279		9.0794	9.0794	8.7900e-003		9.2992
Total	**1.4612**	**0.0582**	**5.0463**	**2.7000e-004**		**0.0279**	**0.0279**		**0.0279**	**0.0279**	**0.0000**	**9.0794**	**9.0794**	**8.7900e-003**	**0.0000**	**9.2992**

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

320 North La Cienega Bl 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
Enclosed Parking with Elevator	77.00	Space	0.00	30,800.00	0
Apartments Mid Rise	61.00	Dwelling Unit	0.30	55,937.00	174
Strip Mall	4.10	1000sqft	0.03	4,097.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2022
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Developer information

Vehicle Trips - Overland Traffic Consultants, Inc. 320 N. La Cienega Boulevard Traffic Impact Study, October 2019

Construction Phase - Consultant assumptions

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Grading - Developer information

Demolition - Assumes 5,385 sf of structures at 12' height @ 400 lb/CY = 479 tons, along iwth 12,260 sf of asphalt @ 6 inches of depth @ 2,400 lb/CY = 272

Woodstoves - Developer information

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

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	46
tblConstructionPhase	NumDays	10.00	23.00
tblConstructionPhase	NumDays	1.00	10.00
tblConstructionPhase	NumDays	2.00	42.00
tblConstructionPhase	NumDays	100.00	522.00
tblConstructionPhase	NumDays	5.00	88.00
tblFireplaces	NumberGas	51.85	0.00
tblFireplaces	NumberNoFireplace	6.10	61.00
tblFireplaces	NumberWood	3.05	0.00
tblGrading	AcresOfGrading	0.00	0.35
tblGrading	AcresOfGrading	5.00	0.50
tblGrading	MaterialExported	0.00	47,100.00
tblLandUse	LandUseSquareFeet	61,000.00	55,937.00
tblLandUse	LandUseSquareFeet	4,100.00	4,097.00
tblLandUse	LotAcreage	0.69	0.00
tblLandUse	LotAcreage	1.61	0.30
tblLandUse	LotAcreage	0.09	0.03
tblVehicleTrips	HO_TTP	40.60	41.00
tblVehicleTrips	HS_TTP	19.20	19.00
tblVehicleTrips	HW_TTP	40.20	40.00
tblVehicleTrips	ST_TR	6.39	4.80
tblVehicleTrips	ST_TR	42.04	37.75
tblVehicleTrips	SU_TR	5.86	4.80
tblVehicleTrips	WD_TR	6.65	4.80

tblVehicleTrips	WD_TR	44.32	37.75
tblWoodstoves	NumberCatalytic	3.05	0.00
tblWoodstoves	NumberNoncatalytic	3.05	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					
2020	0.0930	1.4801	0.7664	3.4100e-003	0.1023	0.0349	0.1372	0.0309	0.0327	0.0636	0.0000	325.3454	325.3454	0.0342	0.0000	326.2001
2021	0.1386	1.2219	1.2760	2.7100e-003	0.0928	0.0594	0.1522	0.0249	0.0547	0.0795	0.0000	244.0596	244.0596	0.0468	0.0000	245.2299
2022	0.3069	0.9129	1.0649	2.2800e-003	0.0783	0.0423	0.1206	0.0210	0.0392	0.0602	0.0000	204.7769	204.7769	0.0373	0.0000	205.7081
Maximum	**0.3069**	**1.4801**	**1.2760**	**3.4100e-003**	**0.1023**	**0.0594**	**0.1522**	**0.0309**	**0.0547**	**0.0795**	**0.0000**	**325.3454**	**325.3454**	**0.0468**	**0.0000**	**326.2001**

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					
2020	0.0930	1.4801	0.7664	3.4100e-003	0.0738	0.0349	0.1086	0.0237	0.0327	0.0564	0.0000	325.3453	325.3453	0.0342	0.0000	326.2000
2021	0.1386	1.2219	1.2760	2.7100e-003	0.0565	0.0594	0.1159	0.0160	0.0547	0.0706	0.0000	244.0594	244.0594	0.0468	0.0000	245.2297
2022	0.3069	0.9129	1.0649	2.2800e-003	0.0477	0.0423	0.0900	0.0135	0.0392	0.0527	0.0000	204.7767	204.7767	0.0373	0.0000	205.7080

Maximum	0.3069	1.4801	1.2760	3.4100e-003	0.0738	0.0594	0.1159	0.0237	0.0547	0.0706	0.0000	325.3453	325.3453	0.0468	0.0000	326.2000

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	34.92	0.00	23.28	30.79	0.01	11.61	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	7-1-2020	9-30-2020	0.9992	0.9992
2	10-1-2020	12-31-2020	0.5620	0.5620
3	1-1-2021	3-31-2021	0.3351	0.3351
4	4-1-2021	6-30-2021	0.3374	0.3374
5	7-1-2021	9-30-2021	0.3411	0.3411
6	10-1-2021	12-31-2021	0.3426	0.3426
7	1-1-2022	3-31-2022	0.2984	0.2984
8	4-1-2022	6-30-2022	0.3380	0.3380
9	7-1-2022	9-30-2022	0.5073	0.5073
		Highest	0.9992	0.9992

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	0.2579	7.2700e-003	0.6308	3.0000e-005		3.4800e-003	3.4800e-003		3.4800e-003	3.4800e-003	0.0000	1.0296	1.0296	1.0000e-003	0.0000	1.0545
Energy	3.0700e-003	0.0262	0.0113	1.7000e-004		2.1200e-003	2.1200e-003		2.1200e-003	2.1200e-003	0.0000	296.2340	296.2340	6.8600e-003	1.8600e-003	296.9585
Mobile	0.1268	0.6533	1.6496	5.9100e-003	0.4840	4.9600e-003	0.4889	0.1297	4.6300e-003	0.1344	0.0000	545.7358	545.7358	0.0285	0.0000	546.4492
Waste						0.0000	0.0000		0.0000	0.0000	6.5688	0.0000	6.5688	0.3882	0.0000	16.2739
Water						0.0000	0.0000		0.0000	0.0000	1.3572	47.6816	49.0388	0.1405	3.5200e-003	53.6024

Total	**0.3877**	**0.6868**	**2.2917**	**6.1100e-003**	**0.4840**	**0.0106**	**0.4945**	**0.1297**	**0.0102**	**0.1400**	**7.9260**	**890.6809**	**898.6070**	**0.5651**	**5.3800e-003**	**914.3384**

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	0.2579	7.2700e-003	0.6308	3.0000e-005		3.4800e-003	3.4800e-003		3.4800e-003	3.4800e-003	0.0000	1.0296	1.0296	1.0000e-003	0.0000	1.0545
Energy	3.0700e-003	0.0262	0.0113	1.7000e-004		2.1200e-003	2.1200e-003		2.1200e-003	2.1200e-003	0.0000	296.2340	296.2340	6.8600e-003	1.8600e-003	296.9585
Mobile	0.1268	0.6533	1.6496	5.9100e-003	0.4840	4.9600e-003	0.4889	0.1297	4.6300e-003	0.1344	0.0000	545.7358	545.7358	0.0285	0.0000	546.4492
Waste						0.0000	0.0000		0.0000	0.0000	6.5688	0.0000	6.5688	0.3882	0.0000	16.2739
Water						0.0000	0.0000		0.0000	0.0000	1.3572	47.6816	49.0388	0.1405	3.5200e-003	53.6024
Total	**0.3877**	**0.6868**	**2.2917**	**6.1100e-003**	**0.4840**	**0.0106**	**0.4945**	**0.1297**	**0.0102**	**0.1400**	**7.9260**	**890.6809**	**898.6070**	**0.5651**	**5.3800e-003**	**914.3384**

	ROG	**NOx**	**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	7/1/2020	7/31/2020	5	23	
2	Site Preparation	Site Preparation	8/1/2020	8/14/2020	5	10	
3	Grading	Grading	8/15/2020	10/13/2020	5	42	
4	Building Construction	Building Construction	10/14/2020	10/13/2022	5	522	
5	Architectural Coating	Architectural Coating	6/14/2022	10/13/2022	5	88	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0.35

Acres of Paving: 0

Residential Indoor: 113,272; Residential Outdoor: 37,757; Non-Residential Indoor: 6,146; Non-Residential Outdoor: 2,049; Striped Parking Area:

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	74.00	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
Grading	4	10.00	0.00	5,888.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	58.00	12.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	12.00	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 - 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					
Fugitive Dust					8.0400e-003	0.0000	8.0400e-003	1.2200e-003	0.0000	1.2200e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.9700e-003	0.0905	0.0877	1.4000e-004		5.3700e-003	5.3700e-003		5.1300e-003	5.1300e-003	0.0000	11.9687	11.9687	2.2600e-003	0.0000	12.0253
Total	**9.9700e-003**	**0.0905**	**0.0877**	**1.4000e-004**	**8.0400e-003**	**5.3700e-003**	**0.0134**	**1.2200e-003**	**5.1300e-003**	**6.3500e-003**	**0.0000**	**11.9687**	**11.9687**	**2.2600e-003**	**0.0000**	**12.0253**

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	3.3000e-004	0.0110	2.4200e-003	3.0000e-005	6.4000e-004	3.0000e-005	6.7000e-004	1.7000e-004	3.0000e-005	2.1000e-004	0.0000	2.8519	2.8519	2.0000e-004	0.0000	2.8569
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	5.3000e-004	4.3000e-004	4.7300e-003	1.0000e-005	1.2600e-003	1.0000e-005	1.2700e-003	3.3000e-004	1.0000e-005	3.4000e-004	0.0000	1.1746	1.1746	4.0000e-005	0.0000	1.1755
Total	**8.6000e-004**	**0.0114**	**7.1500e-003**	**4.0000e-005**	**1.9000e-003**	**4.0000e-005**	**1.9400e-003**	**5.0000e-004**	**4.0000e-005**	**5.5000e-004**	**0.0000**	**4.0264**	**4.0264**	**2.4000e-004**	**0.0000**	**4.0323**

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					7.6300e-003	0.0000	7.6300e-003	1.1600e-003	0.0000	1.1600e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.9700e-003	0.0905	0.0877	1.4000e-004		5.3700e-003	5.3700e-003		5.1300e-003	5.1300e-003	0.0000	11.9687	11.9687	2.2600e-003	0.0000	12.0252
Total	**9.9700e-003**	**0.0905**	**0.0877**	**1.4000e-004**	**7.6300e-003**	**5.3700e-003**	**0.0130**	**1.1600e-003**	**5.1300e-003**	**6.2900e-003**	**0.0000**	**11.9687**	**11.9687**	**2.2600e-003**	**0.0000**	**12.0252**

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	3.3000e-004	0.0110	2.4200e-003	3.0000e-005	4.2000e-004	3.0000e-005	4.5000e-004	1.2000e-004	3.0000e-005	1.5000e-004	0.0000	2.8519	2.8519	2.0000e-004	0.0000	2.8569
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	5.3000e-004	4.3000e-004	4.7300e-003	1.0000e-005	7.6000e-004	1.0000e-005	7.7000e-004	2.1000e-004	1.0000e-005	2.2000e-004	0.0000	1.1746	1.1746	4.0000e-005	0.0000	1.1755
Total	**8.6000e-004**	**0.0114**	**7.1500e-003**	**4.0000e-005**	**1.1800e-003**	**4.0000e-005**	**1.2200e-003**	**3.3000e-004**	**4.0000e-005**	**3.7000e-004**	**0.0000**	**4.0264**	**4.0264**	**2.4000e-004**	**0.0000**	**4.0323**

3.3 Site Preparation - 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					
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	3.4300e-003	0.0422	0.0205	5.0000e-005		1.6800e-003	1.6800e-003		1.5400e-003	1.5400e-003	0.0000	4.2796	4.2796	1.3800e-003	0.0000	4.3142
Total	**3.4300e-003**	**0.0422**	**0.0205**	**5.0000e-005**	**2.7000e-004**	**1.6800e-003**	**1.9500e-003**	**3.0000e-005**	**1.5400e-003**	**1.5700e-003**	**0.0000**	**4.2796**	**4.2796**	**1.3800e-003**	**0.0000**	**4.3142**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2000e-004	9.0000e-005	1.0300e-003	0.0000	2.7000e-004	0.0000	2.8000e-004	7.0000e-005	0.0000	7.0000e-005	0.0000	0.2553	0.2553	1.0000e-005	0.0000	0.2555
Total	**1.2000e-004**	**9.0000e-005**	**1.0300e-003**	**0.0000**	**2.7000e-004**	**0.0000**	**2.8000e-004**	**7.0000e-005**	**0.0000**	**7.0000e-005**	**0.0000**	**0.2553**	**0.2553**	**1.0000e-005**	**0.0000**	**0.2555**

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	3.4300e-003	0.0422	0.0205	5.0000e-005		1.6800e-003	1.6800e-003		1.5400e-003	1.5400e-003	0.0000	4.2796	4.2796	1.3800e-003	0.0000	4.3142

Total	**3.4300e-003**	**0.0422**	**0.0205**	**5.0000e-005**	**2.5000e-004**	**1.6800e-003**	**1.9300e-003**	**3.0000e-005**	**1.5400e-003**	**1.5700e-003**	**0.0000**	**4.2796**	**4.2796**	**1.3800e-003**	**0.0000**	**4.3142**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2000e-004	9.0000e-005	1.0300e-003	0.0000	1.6000e-004	0.0000	1.7000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.2553	0.2553	1.0000e-005	0.0000	0.2555
Total	**1.2000e-004**	**9.0000e-005**	**1.0300e-003**	**0.0000**	**1.6000e-004**	**0.0000**	**1.7000e-004**	**5.0000e-005**	**0.0000**	**5.0000e-005**	**0.0000**	**0.2553**	**0.2553**	**1.0000e-005**	**0.0000**	**0.2555**

3.4 Grading - 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					
Fugitive Dust					0.0187	0.0000	0.0187	9.1100e-003	0.0000	9.1100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0182	0.1653	0.1601	2.5000e-004		9.8100e-003	9.8100e-003		9.3600e-003	9.3600e-003	0.0000	21.8558	21.8558	4.1300e-003	0.0000	21.9591
Total	**0.0182**	**0.1653**	**0.1601**	**2.5000e-004**	**0.0187**	**9.8100e-003**	**0.0285**	**9.1100e-003**	**9.3600e-003**	**0.0185**	**0.0000**	**21.8558**	**21.8558**	**4.1300e-003**	**0.0000**	**21.9591**

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	0.0260	0.8743	0.1927	2.3100e-003	0.0506	2.7200e-003	0.0533	0.0139	2.6000e-003	0.0165	0.0000	226.9183	226.9183	0.0158	0.0000	227.3134
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	9.7000e-004	7.8000e-004	8.6400e-003	2.0000e-005	2.3000e-003	2.0000e-005	2.3200e-003	6.1000e-004	2.0000e-005	6.3000e-004	0.0000	2.1448	2.1448	7.0000e-005	0.0000	2.1465
Total	**0.0270**	**0.8751**	**0.2013**	**2.3300e-003**	**0.0529**	**2.7400e-003**	**0.0556**	**0.0145**	**2.6200e-003**	**0.0171**	**0.0000**	**229.0631**	**229.0631**	**0.0159**	**0.0000**	**229.4599**

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					0.0177	0.0000	0.0177	8.6600e-003	0.0000	8.6600e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0182	0.1653	0.1601	2.5000e-004		9.8100e-003	9.8100e-003		9.3600e-003	9.3600e-003	0.0000	21.8558	21.8558	4.1300e-003	0.0000	21.9591
Total	**0.0182**	**0.1653**	**0.1601**	**2.5000e-004**	**0.0177**	**9.8100e-003**	**0.0275**	**8.6600e-003**	**9.3600e-003**	**0.0180**	**0.0000**	**21.8558**	**21.8558**	**4.1300e-003**	**0.0000**	**21.9591**

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	0.0260	0.8743	0.1927	2.3100e-003	0.0331	2.7200e-003	0.0358	9.6000e-003	2.6000e-003	0.0122	0.0000	226.9183	226.9183	0.0158	0.0000	227.3134
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	9.7000e-004	7.8000e-004	8.6400e-003	2.0000e-005	1.3800e-003	2.0000e-005	1.4000e-003	3.9000e-004	2.0000e-005	4.0000e-004	0.0000	2.1448	2.1448	7.0000e-005	0.0000	2.1465
Total	**0.0270**	**0.8751**	**0.2013**	**2.3300e-003**	**0.0345**	**2.7400e-003**	**0.0372**	**9.9900e-003**	**2.6200e-003**	**0.0126**	**0.0000**	**229.0631**	**229.0631**	**0.0159**	**0.0000**	**229.4599**

3.5 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	0.0246	0.2523	0.2105	3.2000e-004		0.0149	0.0149		0.0137	0.0137	0.0000	28.5172	28.5172	9.2200e-003	0.0000	28.7478
Total	**0.0246**	**0.2523**	**0.2105**	**3.2000e-004**		**0.0149**	**0.0149**		**0.0137**	**0.0137**	**0.0000**	**28.5172**	**28.5172**	**9.2200e-003**	**0.0000**	**28.7478**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.2400e-003	0.0371	0.0100	9.0000e-005	2.1500e-003	1.7000e-004	2.3300e-003	6.2000e-004	1.6000e-004	7.9000e-004	0.0000	8.4962	8.4962	5.4000e-004	0.0000	8.5097
Worker	7.6300e-003	6.1500e-003	0.0680	1.9000e-004	0.0181	1.5000e-004	0.0183	4.8100e-003	1.4000e-004	4.9500e-003	0.0000	16.8829	16.8829	5.3000e-004	0.0000	16.8962
Total	**8.8700e-003**	**0.0432**	**0.0781**	**2.8000e-004**	**0.0203**	**3.2000e-004**	**0.0206**	**5.4300e-003**	**3.0000e-004**	**5.7400e-003**	**0.0000**	**25.3791**	**25.3791**	**1.0700e-003**	**0.0000**	**25.4059**

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	0.0246	0.2523	0.2105	3.2000e-004		0.0149	0.0149		0.0137	0.0137	0.0000	28.5172	28.5172	9.2200e-003	0.0000	28.7478
Total	**0.0246**	**0.2523**	**0.2105**	**3.2000e-004**		**0.0149**	**0.0149**		**0.0137**	**0.0137**	**0.0000**	**28.5172**	**28.5172**	**9.2200e-003**	**0.0000**	**28.7478**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.2400e-003	0.0371	0.0100	9.0000e-005	1.4500e-003	1.7000e-004	1.6300e-003	4.5000e-004	1.6000e-004	6.1000e-004	0.0000	8.4962	8.4962	5.4000e-004	0.0000	8.5097
Worker	7.6300e-003	6.1500e-003	0.0680	1.9000e-004	0.0109	1.5000e-004	0.0111	3.0400e-003	1.4000e-004	3.1800e-003	0.0000	16.8829	16.8829	5.3000e-004	0.0000	16.8962
Total	**8.8700e-003**	**0.0432**	**0.0781**	**2.8000e-004**	**0.0123**	**3.2000e-004**	**0.0127**	**3.4900e-003**	**3.0000e-004**	**3.7900e-003**	**0.0000**	**25.3791**	**25.3791**	**1.0700e-003**	**0.0000**	**25.4059**

3.5 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	0.1011	1.0420	0.9479	1.4900e-003		0.0584	0.0584		0.0537	0.0537	0.0000	130.6071	130.6071	0.0422	0.0000	131.6631
Total	**0.1011**	**1.0420**	**0.9479**	**1.4900e-003**		**0.0584**	**0.0584**		**0.0537**	**0.0537**	**0.0000**	**130.6071**	**130.6071**	**0.0422**	**0.0000**	**131.6631**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.8600e-003	0.1546	0.0419	4.0000e-004	9.8600e-003	3.2000e-004	0.0102	2.8500e-003	3.0000e-004	3.1500e-003	0.0000	38.6014	38.6014	2.3700e-003	0.0000	38.6606
Worker	0.0326	0.0254	0.2862	8.3000e-004	0.0829	6.8000e-004	0.0836	0.0220	6.3000e-004	0.0227	0.0000	74.8511	74.8511	2.2000e-003	0.0000	74.9062
Total	**0.0374**	**0.1799**	**0.3281**	**1.2300e-003**	**0.0928**	**1.0000e-003**	**0.0938**	**0.0249**	**9.3000e-004**	**0.0258**	**0.0000**	**113.4525**	**113.4525**	**4.5700e-003**	**0.0000**	**113.5668**

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	0.1011	1.0420	0.9479	1.4900e-003		0.0584	0.0584		0.0537	0.0537	0.0000	130.6069	130.6069	0.0422	0.0000	131.6630

Total	**0.1011**	**1.0420**	**0.9479**	**1.4900e-003**		**0.0584**	**0.0584**		**0.0537**	**0.0537**	**0.0000**	**130.6069**	**130.6069**	**0.0422**	**0.0000**	**131.6630**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.8600e-003	0.1546	0.0419	4.0000e-004	6.6500e-003	3.2000e-004	6.9700e-003	2.0600e-003	3.0000e-004	2.3600e-003	0.0000	38.6014	38.6014	2.3700e-003	0.0000	38.6606
Worker	0.0326	0.0254	0.2862	8.3000e-004	0.0499	6.8000e-004	0.0506	0.0139	6.3000e-004	0.0145	0.0000	74.8511	74.8511	2.2000e-003	0.0000	74.9062
Total	**0.0374**	**0.1799**	**0.3281**	**1.2300e-003**	**0.0565**	**1.0000e-003**	**0.0575**	**0.0160**	**9.3000e-004**	**0.0169**	**0.0000**	**113.4525**	**113.4525**	**4.5700e-003**	**0.0000**	**113.5668**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0700	0.7166	0.7296	1.1600e-003		0.0379	0.0379		0.0349	0.0349	0.0000	102.1506	102.1506	0.0330	0.0000	102.9766
Total	**0.0700**	**0.7166**	**0.7296**	**1.1600e-003**		**0.0379**	**0.0379**		**0.0349**	**0.0349**	**0.0000**	**102.1506**	**102.1506**	**0.0330**	**0.0000**	**102.9766**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.5700e-003	0.1148	0.0310	3.1000e-004	7.7100e-003	2.2000e-004	7.9300e-003	2.2300e-003	2.1000e-004	2.4300e-003	0.0000	29.9062	29.9062	1.7900e-003	0.0000	29.9508
Worker	0.0239	0.0179	0.2061	6.2000e-004	0.0648	5.2000e-004	0.0654	0.0172	4.8000e-004	0.0177	0.0000	56.4478	56.4478	1.5500e-003	0.0000	56.4867
Total	**0.0274**	**0.1327**	**0.2371**	**9.3000e-004**	**0.0725**	**7.4000e-004**	**0.0733**	**0.0195**	**6.9000e-004**	**0.0201**	**0.0000**	**86.3540**	**86.3540**	**3.3400e-003**	**0.0000**	**86.4375**

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	0.0700	0.7166	0.7296	1.1600e-003		0.0379	0.0379		0.0349	0.0349	0.0000	102.1505	102.1505	0.0330	0.0000	102.9765
Total	**0.0700**	**0.7166**	**0.7296**	**1.1600e-003**		**0.0379**	**0.0379**		**0.0349**	**0.0349**	**0.0000**	**102.1505**	**102.1505**	**0.0330**	**0.0000**	**102.9765**

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					

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.5700e-003	0.1148	0.0310	3.1000e-004	5.2000e-003	2.2000e-004	5.4200e-003	1.6100e-003	2.1000e-004	1.8200e-003	0.0000	29.9062	29.9062	1.7900e-003	0.0000	29.9508
Worker	0.0239	0.0179	0.2061	6.2000e-004	0.0390	5.2000e-004	0.0395	0.0109	4.8000e-004	0.0114	0.0000	56.4478	56.4478	1.5500e-003	0.0000	56.4867
Total	**0.0274**	**0.1327**	**0.2371**	**9.3000e-004**	**0.0442**	**7.4000e-004**	**0.0449**	**0.0125**	**6.9000e-004**	**0.0132**	**0.0000**	**86.3540**	**86.3540**	**3.3400e-003**	**0.0000**	**86.4375**

3.6 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.1983					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.0000e-003	0.0620	0.0798	1.3000e-004		3.6000e-003	3.6000e-003		3.6000e-003	3.6000e-003	0.0000	11.2343	11.2343	7.3000e-004	0.0000	11.2526
Total	**0.2073**	**0.0620**	**0.0798**	**1.3000e-004**		**3.6000e-003**	**3.6000e-003**		**3.6000e-003**	**3.6000e-003**	**0.0000**	**11.2343**	**11.2343**	**7.3000e-004**	**0.0000**	**11.2526**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.1300e-003	1.6000e-003	0.0184	6.0000e-005	5.7900e-003	5.0000e-005	5.8300e-003	1.5400e-003	4.0000e-005	1.5800e-003	0.0000	5.0379	5.0379	1.4000e-004	0.0000	5.0414
Total	**2.1300e-003**	**1.6000e-003**	**0.0184**	**6.0000e-005**	**5.7900e-003**	**5.0000e-005**	**5.8300e-003**	**1.5400e-003**	**4.0000e-005**	**1.5800e-003**	**0.0000**	**5.0379**	**5.0379**	**1.4000e-004**	**0.0000**	**5.0414**

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Archit. Coating	0.1983					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.0000e-003	0.0620	0.0798	1.3000e-004		3.6000e-003	3.6000e-003		3.6000e-003	3.6000e-003	0.0000	11.2343	11.2343	7.3000e-004	0.0000	11.2526
Total	**0.2073**	**0.0620**	**0.0798**	**1.3000e-004**		**3.6000e-003**	**3.6000e-003**		**3.6000e-003**	**3.6000e-003**	**0.0000**	**11.2343**	**11.2343**	**7.3000e-004**	**0.0000**	**11.2526**

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.1300e-003	1.6000e-003	0.0184	6.0000e-005	3.4800e-003	5.0000e-005	3.5300e-003	9.7000e-004	4.0000e-005	1.0100e-003	0.0000	5.0379	5.0379	1.4000e-004	0.0000	5.0414
Total	**2.1300e-003**	**1.6000e-003**	**0.0184**	**6.0000e-005**	**3.4800e-003**	**5.0000e-005**	**3.5300e-003**	**9.7000e-004**	**4.0000e-005**	**1.0100e-003**	**0.0000**	**5.0379**	**5.0379**	**1.4000e-004**	**0.0000**	**5.0414**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Mitigated	0.1268	0.6533	1.6496	5.9100e-003	0.4840	4.9600e-003	0.4889	0.1297	4.6300e-003	0.1344	0.0000	545.7358	545.7358	0.0285	0.0000	546.4492
Unmitigated	0.1268	0.6533	1.6496	5.9100e-003	0.4840	4.9600e-003	0.4889	0.1297	4.6300e-003	0.1344	0.0000	545.7358	545.7358	0.0285	0.0000	546.4492

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	292.80	292.80	292.80	999,937	999,937
Enclosed Parking with Elevator	0.00	0.00	0.00		
Strip Mall	154.78	154.78	83.76	275,173	275,173
Total	447.58	447.58	376.56	1,275,110	1,275,110

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.00	19.00	41.00	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.546501	0.044961	0.204016	0.120355	0.015740	0.006196	0.020131	0.030678	0.002515	0.002201	0.005142	0.000687	0.000876
Enclosed Parking with Elevator	0.546501	0.044961	0.204016	0.120355	0.015740	0.006196	0.020131	0.030678	0.002515	0.002201	0.005142	0.000687	0.000876
Strip Mall	0.546501	0.044961	0.204016	0.120355	0.015740	0.006196	0.020131	0.030678	0.002515	0.002201	0.005142	0.000687	0.000876

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	265.8725	265.8725	6.2800e-003	1.3000e-003	266.4166
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	265.8725	265.8725	6.2800e-003	1.3000e-003	266.4166
NaturalGas Mitigated	3.0700e-003	0.0262	0.0113	1.7000e-004		2.1200e-003	2.1200e-003		2.1200e-003	2.1200e-003	0.0000	30.3615	30.3615	5.8000e-004	5.6000e-004	30.5419
NaturalGas Unmitigated	3.0700e-003	0.0262	0.0113	1.7000e-004		2.1200e-003	2.1200e-003		2.1200e-003	2.1200e-003	0.0000	30.3615	30.3615	5.8000e-004	5.6000e-004	30.5419

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	562233	3.0300e-003	0.0259	0.0110	1.7000e-004		2.0900e-003	2.0900e-003		2.0900e-003	2.0900e-003	0.0000	30.0029	30.0029	5.8000e-004	5.5000e-004	30.1812
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
Strip Mall	6719.08	4.0000e-005	3.3000e-004	2.8000e-004	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.3586	0.3586	1.0000e-005	1.0000e-005	0.3607
Total		**3.0700e-003**	**0.0262**	**0.0113**	**1.7000e-004**		**2.1200e-003**	**2.1200e-003**		**2.1200e-003**	**2.1200e-003**	**0.0000**	**30.3615**	**30.3615**	**5.9000e-004**	**5.6000e-004**	**30.5419**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	562233	3.0300e-003	0.0259	0.0110	1.7000e-004		2.0900e-003	2.0900e-003		2.0900e-003	2.0900e-003	0.0000	30.0029	30.0029	5.8000e-004	5.5000e-004	30.1812
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
Strip Mall	6719.08	4.0000e-005	3.3000e-004	2.8000e-004	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.3586	0.3586	1.0000e-005	1.0000e-005	0.3607
Total		**3.0700e-003**	**0.0262**	**0.0113**	**1.7000e-004**		**2.1200e-003**	**2.1200e-003**		**2.1200e-003**	**2.1200e-003**	**0.0000**	**30.3615**	**30.3615**	**5.9000e-004**	**5.6000e-004**	**30.5419**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	241565	134.5424	3.1800e-003	6.6000e-004	134.8177
Enclosed Parking with Elevator	180488	100.5249	2.3700e-003	4.9000e-004	100.7306
Strip Mall	55309.5	30.8053	7.3000e-004	1.5000e-004	30.8683
Total		**265.8725**	**6.2800e-003**	**1.3000e-003**	**266.4166**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	241565	134.5424	3.1800e-003	6.6000e-004	134.8177
Enclosed Parking with Elevator	180488	100.5249	2.3700e-003	4.9000e-004	100.7306
Strip Mall	55309.5	30.8053	7.3000e-004	1.5000e-004	30.8683
Total		**265.8725**	**6.2800e-003**	**1.3000e-003**	**266.4166**

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	0.2579	7.2700e-003	0.6308	3.0000e-005		3.4800e-003	3.4800e-003		3.4800e-003	3.4800e-003	0.0000	1.0296	1.0296	1.0000e-003	0.0000	1.0545
Unmitigated	0.2579	7.2700e-003	0.6308	3.0000e-005		3.4800e-003	3.4800e-003		3.4800e-003	3.4800e-003	0.0000	1.0296	1.0296	1.0000e-003	0.0000	1.0545

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	0.0198					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2189					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	0.0191	7.2700e-003	0.6308	3.0000e-005		3.4800e-003	3.4800e-003		3.4800e-003	3.4800e-003	0.0000	1.0296	1.0296	1.0000e-003	0.0000	1.0545
Total	**0.2579**	**7.2700e-003**	**0.6308**	**3.0000e-005**		**3.4800e-003**	**3.4800e-003**		**3.4800e-003**	**3.4800e-003**	**0.0000**	**1.0296**	**1.0296**	**1.0000e-003**	**0.0000**	**1.0545**

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	0.0198					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2189					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	0.0191	7.2700e-003	0.6308	3.0000e-005		3.4800e-003	3.4800e-003		3.4800e-003	3.4800e-003	0.0000	1.0296	1.0296	1.0000e-003	0.0000	1.0545
Total	**0.2579**	**7.2700e-003**	**0.6308**	**3.0000e-005**		**3.4800e-003**	**3.4800e-003**		**3.4800e-003**	**3.4800e-003**	**0.0000**	**1.0296**	**1.0296**	**1.0000e-003**	**0.0000**	**1.0545**

7.0 Water Detail

7.1 Mitigation Measures Water

Category	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	49.0388	0.1405	3.5200e-003	53.6024
Unmitigated	49.0388	0.1405	3.5200e-003	53.6024

7.2 Water by Land Use

Unmitigated

Land Use	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
	Mgal	MT/yr			
Apartments Mid Rise	3.9744 / 2.5056	45.5882	0.1306	3.2700e-003	49.8279
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Strip Mall	0.303697 / 0.186137	3.4506	9.9800e-003	2.5000e-004	3.7745
Total		**49.0388**	**0.1405**	**3.5200e-003**	**53.6024**

Mitigated

Land Use	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
	Mgal	MT/yr			
Apartments Mid Rise	3.9744 / 2.5056	45.5882	0.1306	3.2700e-003	49.8279
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000

Strip Mall	0.303697 / 0.186137	3.4506	9.9800e-003	2.5000e-004	3.7745
Total		**49.0388**	**0.1405**	**3.5200e-003**	**53.6024**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	6.5688	0.3882	0.0000	16.2739
Unmitigated	6.5688	0.3882	0.0000	16.2739

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	28.06	5.6959	0.3366	0.0000	14.1114
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Strip Mall	4.3	0.8729	0.0516	0.0000	2.1625

Total		6.5688	0.3882	0.0000	16.2739

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	28.06	5.6959	0.3366	0.0000	14.1114
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Strip Mall	4.3	0.8729	0.0516	0.0000	2.1625
Total		**6.5688**	**0.3882**	**0.0000**	**16.2739**

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

320 North La Cienega Bl 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
Enclosed Parking with Elevator	77.00	Space	0.00	30,800.00	0
Apartments Mid Rise	61.00	Dwelling Unit	0.30	55,937.00	174
Strip Mall	4.10	1000sqft	0.03	4,097.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2022
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Developer information

Vehicle Trips - Overland Traffic Consultants, Inc. 320 N. La Cienega Boulevard Traffic Impact Study, October 2019

Construction Phase - Consultant assumptions

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Grading - Developer information

Demolition - Assumes 5,385 sf of structures at 12' height @ 400 lb/CY = 479 tons, along iwth 12,260 sf of asphalt @ 6 inches of depth @ 2,400 lb/CY = 272 tons

Woodstoves - Developer information

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

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	46
tblConstructionPhase	NumDays	10.00	23.00
tblConstructionPhase	NumDays	1.00	10.00
tblConstructionPhase	NumDays	2.00	42.00
tblConstructionPhase	NumDays	100.00	522.00
tblConstructionPhase	NumDays	5.00	88.00
tblFireplaces	NumberGas	51.85	0.00
tblFireplaces	NumberNoFireplace	6.10	61.00
tblFireplaces	NumberWood	3.05	0.00
tblGrading	AcresOfGrading	0.00	0.35
tblGrading	AcresOfGrading	5.00	0.50
tblGrading	MaterialExported	0.00	47,100.00
tblLandUse	LandUseSquareFeet	61,000.00	55,937.00
tblLandUse	LandUseSquareFeet	4,100.00	4,097.00
tblLandUse	LotAcreage	0.69	0.00
tblLandUse	LotAcreage	1.61	0.30
tblLandUse	LotAcreage	0.09	0.03
tblVehicleTrips	HO_TTP	40.60	41.00
tblVehicleTrips	HS_TTP	19.20	19.00
tblVehicleTrips	HW_TTP	40.20	40.00
tblVehicleTrips	ST_TR	6.39	4.80
tblVehicleTrips	ST_TR	42.04	37.75
tblVehicleTrips	SU_TR	5.86	4.80
tblVehicleTrips	WD_TR	6.65	4.80

tblVehicleTrips	WD_TR	44.32	37.75
tblWoodstoves	NumberCatalytic	3.05	0.00
tblWoodstoves	NumberNoncatalytic	3.05	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					
2020	2.1728	48.7413	17.5166	0.1219	3.4514	0.5988	4.0501	1.1355	0.5715	1.7070	0.0000	13,049.3150	13,049.3150	1.0667	0.0000	13,075.9836
2021	1.0898	9.3368	9.7365	0.0206	0.7251	0.4552	1.1804	0.1941	0.4189	0.6130	0.0000	2,045.9360	2,045.9360	0.3958	0.0000	2,055.8314
2022	5.7466	9.7454	11.6594	0.0246	0.8593	0.4619	1.3212	0.2296	0.4316	0.6612	0.0000	2,427.5503	2,427.5503	0.4153	0.0000	2,437.9324
Maximum	**5.7466**	**48.7413**	**17.5166**	**0.1219**	**3.4514**	**0.5988**	**4.0501**	**1.1355**	**0.5715**	**1.7070**	**0.0000**	**13,049.3150**	**13,049.3150**	**1.0667**	**0.0000**	**13,075.9836**

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					
2020	2.1728	48.7413	17.5166	0.1219	2.5097	0.5988	3.1084	0.8935	0.5715	1.4650	0.0000	13,049.3150	13,049.3150	1.0667	0.0000	13,075.9836
2021	1.0898	9.3368	9.7365	0.0206	0.4407	0.4552	0.8959	0.1242	0.4189	0.5431	0.0000	2,045.9360	2,045.9360	0.3958	0.0000	2,055.8314
2022	5.7466	9.7454	11.6594	0.0246	0.5212	0.4619	0.9831	0.1467	0.4316	0.5782	0.0000	2,427.5503	2,427.5503	0.4153	0.0000	2,437.9324

Maximum	**5.7466**	**48.7413**	**17.5166**	**0.1219**	**2.5097**	**0.5988**	**3.1084**	**0.8935**	**0.5715**	**1.4650**	**0.0000**	**13,049.3150**	**13,049.3150**	**1.0667**	**0.0000**	**13,075.9836**

	ROG	NOx	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**	**31.06**	**0.00**	**23.88**	**25.32**	**0.00**	**13.24**	**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	1.4612	0.0582	5.0463	2.7000e-004		0.0279	0.0279		0.0279	0.0279	0.0000	9.0794	9.0794	8.7900e-003	0.0000	9.2992
Energy	0.0168	0.1438	0.0619	9.2000e-004		0.0116	0.0116		0.0116	0.0116		183.3852	183.3852	3.5100e-003	3.3600e-003	184.4749
Mobile	0.7282	3.5904	9.0971	0.0325	2.7525	0.0278	2.7803	0.7366	0.0260	0.7626		3,309.3258	3,309.3258	0.1766		3,313.7413
Total	**2.2062**	**3.7924**	**14.2053**	**0.0337**	**2.7525**	**0.0673**	**2.8198**	**0.7366**	**0.0654**	**0.8021**	**0.0000**	**3,501.7904**	**3,501.7904**	**0.1889**	**3.3600e-003**	**3,507.5153**

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	1.4612	0.0582	5.0463	2.7000e-004		0.0279	0.0279		0.0279	0.0279	0.0000	9.0794	9.0794	8.7900e-003	0.0000	9.2992
Energy	0.0168	0.1438	0.0619	9.2000e-004		0.0116	0.0116		0.0116	0.0116		183.3852	183.3852	3.5100e-003	3.3600e-003	184.4749
Mobile	0.7282	3.5904	9.0971	0.0325	2.7525	0.0278	2.7803	0.7366	0.0260	0.7626		3,309.3258	3,309.3258	0.1766		3,313.7413

Total	2.2062	3.7924	14.2053	0.0337	2.7525	0.0673	2.8198	0.7366	0.0654	0.8021	0.0000	3,501.7904	3,501.7904	0.1889	3.3600e-003	3,507.5153

	ROG	NOx	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	7/1/2020	7/31/2020	5	23	
2	Site Preparation	Site Preparation	8/1/2020	8/14/2020	5	10	
3	Grading	Grading	8/15/2020	10/13/2020	5	42	
4	Building Construction	Building Construction	10/14/2020	10/13/2022	5	522	
5	Architectural Coating	Architectural Coating	6/14/2022	10/13/2022	5	88	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0.35

Acres of Paving: 0

Residential Indoor: 113,272; Residential Outdoor: 37,757; Non-Residential Indoor: 6,146; Non-Residential Outdoor: 2,049; Striped Parking Area:

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37

Building Construction	Cranes		1	4.00	231	0.29
Building Construction	Forklifts		2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes		2	8.00	97	0.37
Architectural Coating	Air Compressors		1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	74.00	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
Grading	4	10.00	0.00	5,888.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	58.00	12.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	12.00	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 - 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					
Fugitive Dust					0.6987	0.0000	0.6987	0.1058	0.0000	0.1058			0.0000			0.0000
Off-Road	0.8674	7.8729	7.6226	0.0120		0.4672	0.4672		0.4457	0.4457		1,147.2352	1,147.2352	0.2169		1,152.6578
Total	**0.8674**	**7.8729**	**7.6226**	**0.0120**	**0.6987**	**0.4672**	**1.1659**	**0.1058**	**0.4457**	**0.5515**		**1,147.2352**	**1,147.2352**	**0.2169**		**1,152.6578**

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	0.0288	0.9371	0.2179	2.5000e-003	0.0563	3.0000e-003	0.0593	0.0154	2.8700e-003	0.0183		270.6129	270.6129	0.0194		271.0985
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	0.0511	0.0363	0.4010	1.1100e-003	0.1118	9.3000e-004	0.1127	0.0296	8.6000e-004	0.0305		110.7420	110.7420	3.4900e-003		110.8293
Total	**0.0799**	**0.9734**	**0.6189**	**3.6100e-003**	**0.1680**	**3.9300e-003**	**0.1720**	**0.0451**	**3.7300e-003**	**0.0488**		**381.3549**	**381.3549**	**0.0229**		**381.9278**

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					0.6638	0.0000	0.6638	0.1005	0.0000	0.1005			0.0000			0.0000
Off-Road	0.8674	7.8729	7.6226	0.0120		0.4672	0.4672		0.4457	0.4457	0.0000	1,147.2352	1,147.2352	0.2169		1,152.6578
Total	**0.8674**	**7.8729**	**7.6226**	**0.0120**	**0.6638**	**0.4672**	**1.1310**	**0.1005**	**0.4457**	**0.5462**	**0.0000**	**1,147.2352**	**1,147.2352**	**0.2169**		**1,152.6578**

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	0.0288	0.9371	0.2179	2.5000e-003	0.0367	3.0000e-003	0.0397	0.0106	2.8700e-003	0.0135		270.6129	270.6129	0.0194		271.0985
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	0.0511	0.0363	0.4010	1.1100e-003	0.0671	9.3000e-004	0.0680	0.0187	8.6000e-004	0.0195		110.7420	110.7420	3.4900e-003		110.8293
Total	**0.0799**	**0.9734**	**0.6189**	**3.6100e-003**	**0.1038**	**3.9300e-003**	**0.1077**	**0.0293**	**3.7300e-003**	**0.0330**		**381.3549**	**381.3549**	**0.0229**		**381.9278**

3.3 Site Preparation - 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					
Fugitive Dust					0.0530	0.0000	0.0530	5.7300e-003	0.0000	5.7300e-003			0.0000			0.0000
Off-Road	0.6853	8.4307	4.0942	9.7400e-003		0.3353	0.3353		0.3085	0.3085		943.4872	943.4872	0.3051		951.1158
Total	**0.6853**	**8.4307**	**4.0942**	**9.7400e-003**	**0.0530**	**0.3353**	**0.3884**	**5.7300e-003**	**0.3085**	**0.3143**		**943.4872**	**943.4872**	**0.3051**		**951.1158**

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	0.0256	0.0181	0.2005	5.6000e-004	0.0559	4.7000e-004	0.0564	0.0148	4.3000e-004	0.0153		55.3710	55.3710	1.7500e-003		55.4147
Total	**0.0256**	**0.0181**	**0.2005**	**5.6000e-004**	**0.0559**	**4.7000e-004**	**0.0564**	**0.0148**	**4.3000e-004**	**0.0153**		**55.3710**	**55.3710**	**1.7500e-003**		**55.4147**

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					0.0504	0.0000	0.0504	5.4400e-003	0.0000	5.4400e-003			0.0000			0.0000
Off-Road	0.6853	8.4307	4.0942	9.7400e-003		0.3353	0.3353		0.3085	0.3085	0.0000	943.4872	943.4872	0.3051		951.1158
Total	**0.6853**	**8.4307**	**4.0942**	**9.7400e-003**	**0.0504**	**0.3353**	**0.3857**	**5.4400e-003**	**0.3085**	**0.3140**	**0.0000**	**943.4872**	**943.4872**	**0.3051**		**951.1158**

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	0.0256	0.0181	0.2005	5.6000e-004	0.0335	4.7000e-004	0.0340	9.3400e-003	4.3000e-004	9.7700e-003		55.3710	55.3710	1.7500e-003		55.4147
Total	**0.0256**	**0.0181**	**0.2005**	**5.6000e-004**	**0.0335**	**4.7000e-004**	**0.0340**	**9.3400e-003**	**4.3000e-004**	**9.7700e-003**		**55.3710**	**55.3710**	**1.7500e-003**		**55.4147**

3.4 Grading - 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					
Fugitive Dust					0.8884	0.0000	0.8884	0.4339	0.0000	0.4339			0.0000			0.0000
Off-Road	0.8674	7.8729	7.6226	0.0120		0.4672	0.4672		0.4457	0.4457		1,147.2352	1,147.2352	0.2169		1,152.6578
Total	**0.8674**	**7.8729**	**7.6226**	**0.0120**	**0.8884**	**0.4672**	**1.3556**	**0.4339**	**0.4457**	**0.8796**		**1,147.2352**	**1,147.2352**	**0.2169**		**1,152.6578**

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	1.2543	40.8322	9.4930	0.1088	2.4512	0.1306	2.5818	0.6719	0.1250	0.7969		11,791.3378	11,791.3378	0.8464		11,812.4965
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	0.0511	0.0363	0.4010	1.1100e-003	0.1118	9.3000e-004	0.1127	0.0296	8.6000e-004	0.0305		110.7420	110.7420	3.4900e-003		110.8293
Total	**1.3054**	**40.8685**	**9.8941**	**0.1099**	**2.5629**	**0.1316**	**2.6945**	**0.7015**	**0.1258**	**0.8274**		**11,902.0798**	**11,902.0798**	**0.8498**		**11,923.3258**

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					

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Fugitive Dust					0.8440	0.0000	0.8440	0.4122	0.0000	0.4122			0.0000			0.0000
Off-Road	0.8674	7.8729	7.6226	0.0120		0.4672	0.4672		0.4457	0.4457	0.0000	1,147.2352	1,147.2352	0.2169		1,152.6578
Total	**0.8674**	**7.8729**	**7.6226**	**0.0120**	**0.8440**	**0.4672**	**1.3112**	**0.4122**	**0.4457**	**0.8579**	**0.0000**	**1,147.2352**	**1,147.2352**	**0.2169**		**1,152.6578**

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	1.2543	40.8322	9.4930	0.1088	1.5986	0.1306	1.7292	0.4626	0.1250	0.5876		11,791.3378	11,791.3378	0.8464		11,812.4965
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	0.0511	0.0363	0.4010	1.1100e-003	0.0671	9.3000e-004	0.0680	0.0187	8.6000e-004	0.0195		110.7420	110.7420	3.4900e-003		110.8293
Total	**1.3054**	**40.8685**	**9.8941**	**0.1099**	**1.6657**	**0.1316**	**1.7972**	**0.4813**	**0.1258**	**0.6071**		**11,902.0798**	**11,902.0798**	**0.8498**		**11,923.3258**

3.5 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	0.0446	1.2762	0.3689	3.0300e-003	0.0768	6.1000e-003	0.0829	0.0221	5.8400e-003	0.0280		323.3389	323.3389	0.0216		323.8794
Worker	0.2964	0.2102	2.3259	6.4500e-003	0.6483	5.4200e-003	0.6537	0.1719	4.9900e-003	0.1769		642.3038	642.3038	0.0202		642.8100
Total	**0.3410**	**1.4864**	**2.6947**	**9.4800e-003**	**0.7251**	**0.0115**	**0.7367**	**0.1941**	**0.0108**	**0.2049**		**965.6427**	**965.6427**	**0.0419**		**966.6894**

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	0.0446	1.2762	0.3689	3.0300e-003	0.0517	6.1000e-003	0.0578	0.0159	5.8400e-003	0.0218		323.3389	323.3389	0.0216		323.8794
Worker	0.2964	0.2102	2.3259	6.4500e-003	0.3890	5.4200e-003	0.3945	0.1083	4.9900e-003	0.1133		642.3038	642.3038	0.0202		642.8100
Total	**0.3410**	**1.4864**	**2.6947**	**9.4800e-003**	**0.4407**	**0.0115**	**0.4522**	**0.1242**	**0.0108**	**0.1351**		**965.6427**	**965.6427**	**0.0419**		**966.6894**

3.5 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	0.0383	1.1627	0.3369	3.0000e-003	0.0768	2.4600e-003	0.0793	0.0221	2.3500e-003	0.0245		320.8146	320.8146	0.0207		321.3324
Worker	0.2766	0.1892	2.1359	6.2400e-003	0.6483	5.2400e-003	0.6535	0.1719	4.8300e-003	0.1768		621.9056	621.9056	0.0183		622.3631

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Total	**0.3149**	**1.3518**	**2.4728**	**9.2400e-003**	**0.7251**	**7.7000e-003**	**0.7328**	**0.1941**	**7.1800e-003**	**0.2012**		**942.7203**	**942.7203**	**0.0390**		**943.6955**

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	0.0383	1.1627	0.3369	3.0000e-003	0.0517	2.4600e-003	0.0541	0.0159	2.3500e-003	0.0183		320.8146	320.8146	0.0207		321.3324
Worker	0.2766	0.1892	2.1359	6.2400e-003	0.3890	5.2400e-003	0.3943	0.1083	4.8300e-003	0.1131		621.9056	621.9056	0.0183		622.3631
Total	**0.3149**	**1.3518**	**2.4728**	**9.2400e-003**	**0.4407**	**7.7000e-003**	**0.4484**	**0.1242**	**7.1800e-003**	**0.1314**		**942.7203**	**942.7203**	**0.0390**		**943.6955**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6863	7.0258	7.1527	0.0114		0.3719	0.3719		0.3422	0.3422		1,103.9393	1,103.9393	0.3570		1,112.8652
Total	**0.6863**	**7.0258**	**7.1527**	**0.0114**		**0.3719**	**0.3719**		**0.3422**	**0.3422**		**1,103.9393**	**1,103.9393**	**0.3570**		**1,112.8652**

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	0.0360	1.1050	0.3189	2.9700e-003	0.0768	2.1500e-003	0.0790	0.0221	2.0600e-003	0.0242		317.9643	317.9643	0.0200		318.4639
Worker	0.2598	0.1708	1.9672	6.0200e-003	0.6483	5.0700e-003	0.6534	0.1719	4.6700e-003	0.1766		600.0503	600.0503	0.0165		600.4633
Total	**0.2957**	**1.2758**	**2.2861**	**8.9900e-003**	**0.7251**	**7.2200e-003**	**0.7324**	**0.1941**	**6.7300e-003**	**0.2008**		**918.0146**	**918.0146**	**0.0365**		**918.9273**

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					

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	0.6863	7.0258	7.1527	0.0114		0.3719	0.3719		0.3422	0.3422	0.0000	1,103.9393	1,103.9393	0.3570		1,112.8652
Total	**0.6863**	**7.0258**	**7.1527**	**0.0114**		**0.3719**	**0.3719**		**0.3422**	**0.3422**	**0.0000**	**1,103.9393**	**1,103.9393**	**0.3570**		**1,112.8652**

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	0.0360	1.1050	0.3189	2.9700e-003	0.0517	2.1500e-003	0.0538	0.0159	2.0600e-003	0.0180		317.9643	317.9643	0.0200		318.4639
Worker	0.2598	0.1708	1.9672	6.0200e-003	0.3890	5.0700e-003	0.3941	0.1083	4.6700e-003	0.1130		600.0503	600.0503	0.0165		600.4633
Total	**0.2957**	**1.2758**	**2.2861**	**8.9900e-003**	**0.4407**	**7.2200e-003**	**0.4479**	**0.1242**	**6.7300e-003**	**0.1310**		**918.0146**	**918.0146**	**0.0365**		**918.9273**

3.6 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	4.5064					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062
Total	**4.7109**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**		**281.4481**	**281.4481**	**0.0183**		**281.9062**

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	0.0537	0.0354	0.4070	1.2500e-003	0.1341	1.0500e-003	0.1352	0.0356	9.7000e-004	0.0365		124.1483	124.1483	3.4200e-003		124.2338
Total	**0.0537**	**0.0354**	**0.4070**	**1.2500e-003**	**0.1341**	**1.0500e-003**	**0.1352**	**0.0356**	**9.7000e-004**	**0.0365**		**124.1483**	**124.1483**	**3.4200e-003**		**124.2338**

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	4.5064					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817	0.0000	281.4481	281.4481	0.0183		281.9062
Total	**4.7109**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**	**0.0000**	**281.4481**	**281.4481**	**0.0183**		**281.9062**

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	0.0537	0.0354	0.4070	1.2500e-003	0.0805	1.0500e-003	0.0815	0.0224	9.7000e-004	0.0234		124.1483	124.1483	3.4200e-003		124.2338
Total	**0.0537**	**0.0354**	**0.4070**	**1.2500e-003**	**0.0805**	**1.0500e-003**	**0.0815**	**0.0224**	**9.7000e-004**	**0.0234**		**124.1483**	**124.1483**	**3.4200e-003**		**124.2338**

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	0.7282	3.5904	9.0971	0.0325	2.7525	0.0278	2.7803	0.7366	0.0260	0.7626		3,309.3258	3,309.3258	0.1766		3,313.7413
Unmitigated	0.7282	3.5904	9.0971	0.0325	2.7525	0.0278	2.7803	0.7366	0.0260	0.7626		3,309.3258	3,309.3258	0.1766		3,313.7413

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	292.80	292.80	292.80	999,937	999,937
Enclosed Parking with Elevator	0.00	0.00	0.00		
Strip Mall	154.78	154.78	83.76	275,173	275,173
Total	447.58	447.58	376.56	1,275,110	1,275,110

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.00	19.00	41.00	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.546501	0.044961	0.204016	0.120355	0.015740	0.006196	0.020131	0.030678	0.002515	0.002201	0.005142	0.000687	0.000876
Enclosed Parking with Elevator	0.546501	0.044961	0.204016	0.120355	0.015740	0.006196	0.020131	0.030678	0.002515	0.002201	0.005142	0.000687	0.000876
Strip Mall	0.546501	0.044961	0.204016	0.120355	0.015740	0.006196	0.020131	0.030678	0.002515	0.002201	0.005142	0.000687	0.000876

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	0.0168	0.1438	0.0619	9.2000e-004		0.0116	0.0116		0.0116	0.0116		183.3852	183.3852	3.5100e-003	3.3600e-003	184.4749
NaturalGas Unmitigated	0.0168	0.1438	0.0619	9.2000e-004		0.0116	0.0116		0.0116	0.0116		183.3852	183.3852	3.5100e-003	3.3600e-003	184.4749

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	1540.37	0.0166	0.1420	0.0604	9.1000e-004		0.0115	0.0115		0.0115	0.0115		181.2195	181.2195	3.4700e-003	3.3200e-003	182.2964
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
Strip Mall	18.4084	2.0000e-004	1.8000e-003	1.5200e-003	1.0000e-005		1.4000e-004	1.4000e-004		1.4000e-004	1.4000e-004		2.1657	2.1657	4.0000e-005	4.0000e-005	2.1786
Total		**0.0168**	**0.1438**	**0.0619**	**9.2000e-004**		**0.0116**	**0.0116**		**0.0116**	**0.0116**		**183.3852**	**183.3852**	**3.5100e-003**	**3.3600e-003**	**184.4749**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	1.54037	0.0166	0.1420	0.0604	9.1000e-004		0.0115	0.0115		0.0115	0.0115		181.2195	181.2195	3.4700e-003	3.3200e-003	182.2964
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
Strip Mall	0.0184084	2.0000e-004	1.8000e-003	1.5200e-003	1.0000e-005		1.4000e-004	1.4000e-004		1.4000e-004	1.4000e-004		2.1657	2.1657	4.0000e-005	4.0000e-005	2.1786
Total		**0.0168**	**0.1438**	**0.0619**	**9.2000e-004**		**0.0116**	**0.0116**		**0.0116**	**0.0116**		**183.3852**	**183.3852**	**3.5100e-003**	**3.3600e-003**	**184.4749**

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	1.4612	0.0582	5.0463	2.7000e-004		0.0279	0.0279		0.0279	0.0279	0.0000	9.0794	9.0794	8.7900e-003	0.0000	9.2992
Unmitigated	1.4612	0.0582	5.0463	2.7000e-004		0.0279	0.0279		0.0279	0.0279	0.0000	9.0794	9.0794	8.7900e-003	0.0000	9.2992

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	0.1087					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.1996					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	0.1529	0.0582	5.0463	2.7000e-004		0.0279	0.0279		0.0279	0.0279		9.0794	9.0794	8.7900e-003		9.2992
Total	**1.4612**	**0.0582**	**5.0463**	**2.7000e-004**		**0.0279**	**0.0279**		**0.0279**	**0.0279**	**0.0000**	**9.0794**	**9.0794**	**8.7900e-003**	**0.0000**	**9.2992**

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	0.1087					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.1996					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	0.1529	0.0582	5.0463	2.7000e-004		0.0279	0.0279		0.0279	0.0279		9.0794	9.0794	8.7900e-003		9.2992
Total	**1.4612**	**0.0582**	**5.0463**	**2.7000e-004**		**0.0279**	**0.0279**		**0.0279**	**0.0279**	**0.0000**	**9.0794**	**9.0794**	**8.7900e-003**	**0.0000**	**9.2992**

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

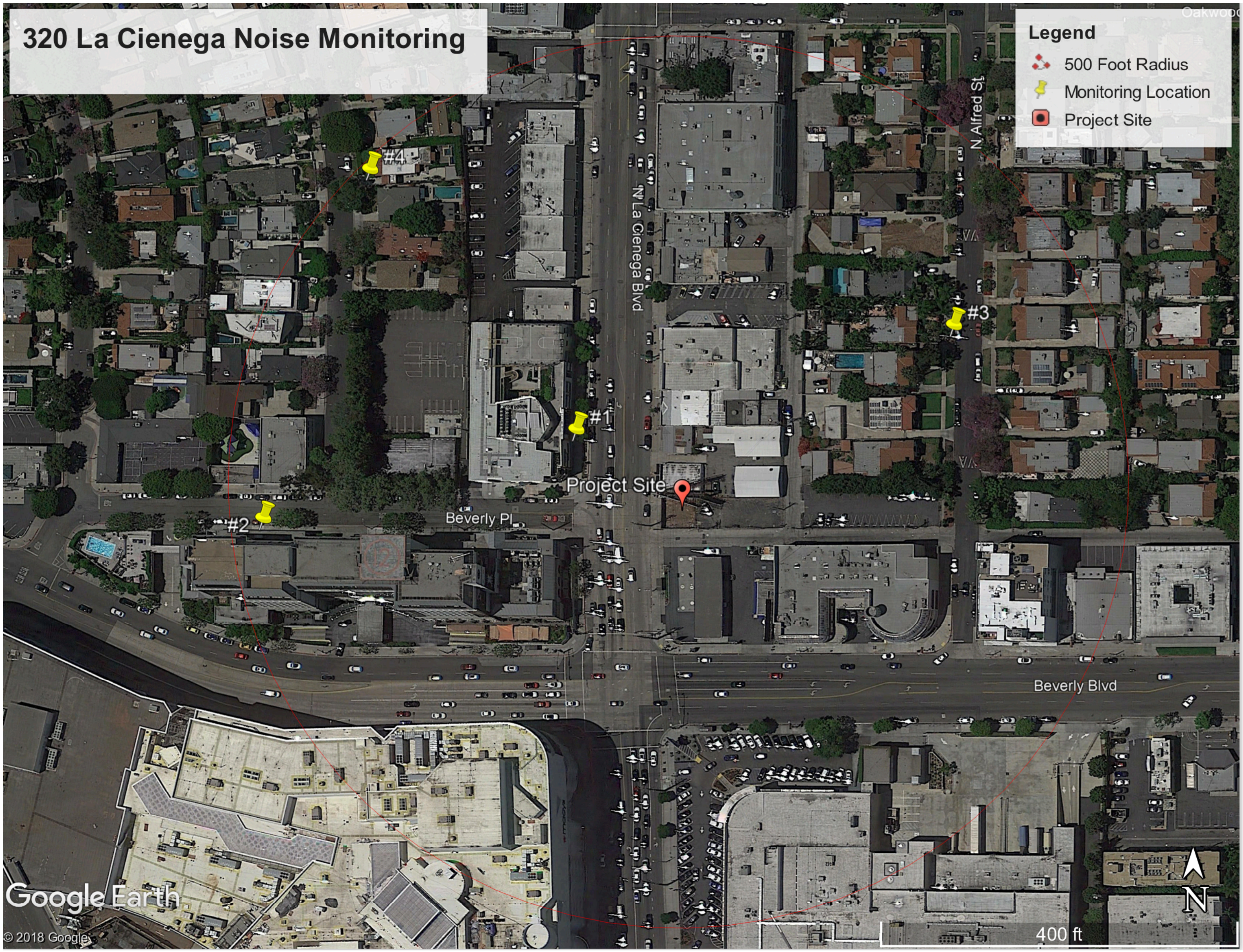
Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation



DKA Planning

NOISE RECEPTOR & MONITORING LOCATION MAP
320 North La Cienega Boulevard Project
Imagery via Google

Summary	
File Name on Meter	LxT_Data.003
File Name on PC	SLM_0005667_LxT_Data_003.01.ldbin
Serial Number	0005667
Model	SoundTrack LxT®
Firmware Version	2.302
User	DKA
Location	#1
Job Description	320 La Cienega
Note	

Measurement	
Description	
Start	2019-01-12 13:56:51
Stop	2019-01-12 14:11:51
Duration	00:15:00.0
Run Time	00:15:00.0
Pause	00:00:00.0
Pre Calibration	2019-01-12 12:02:16
Post Calibration	None
Calibration Deviation	---

Overall Settings				
RMS Weight	A Weighting			
Peak Weight	Z Weighting			
Detector	Slow			
Preamp	PRMLxT1			
Microphone Correction	Off			
Integration Method	Linear			
OBA Range	Normal			
OBA Bandwidth	1/1 and 1/3			
OBA Freq. Weighting	A Weighting			
OBA Max Spectrum	Bin Max			
Overload	144.3 dB			
	A	**C**	**Z**	
Under Range Peak	100.7	97.7	**102.7**	dB
Under Range Limit	**49.7**	47.7	55.7	dB
Noise Floor	36.5	37.1	44.8	dB

Results		
LAeq	67.7 dB	
LAE	97.2 dB	
EA	583.059 µPa²h	
EA8	18.658 mPa²h	
EA40	93.289 mPa²h	
LZpeak (max)	2019-01-12 14:08:22	105.8 dB
LASmax	2019-01-12 14:09:59	78.8 dB
LASmin	2019-01-12 13:58:03	56.2 dB
SEA	-99.9 dB	
LAS > 85.0 dB (Exceedance Counts / Duration)	0	0.0 s
LAS > 115.0 dB (Exceedance Counts / Duration)	0	0.0 s
LZpeak > 135.0 dB (Exceedance Counts / Duration)	0	0.0 s
LZpeak > 137.0 dB (Exceedance Counts / Duration)	0	0.0 s
LZpeak > 140.0 dB (Exceedance Counts / Duration)	0	0.0 s
LCeq	80.6 dB	
LAeq	67.7 dB	
LCeq - LAeq	13.0 dB	
LAIeq	68.9 dB	
LAeq	67.7 dB	
LAIeq - LAeq	1.2 dB	

	A		**C**		**Z**	
	dB	**Time Stamp**	**dB**	**Time Stamp**	**dB**	**Time Stamp**
Leq	67.7		80.6			
Ls(max)	78.8	2019/01/12 14:09:59				
Ls(min)	56.2	2019/01/12 13:58:03				
LPeak(max)					105.8	2019/01/12 14:08:22

# Overloads	0
Overload Duration	0.0 s
# OBA Overloads	0
OBA Overload Duration	0.0 s

Dose Settings		
Dose Name	OSHA-1	OSHA-2
Exchange Rate	5	5 dB
Threshold	90	80 dB
Criterion Level	90	90 dB
Criterion Duration	8	8 h

Results		
Dose	-99.9	-99.9 %
Projected Dose	-99.9	-99.9 %
TWA (Projected)	-99.9	-99.9 dB
TWA (t)	-99.9	-99.9 dB
Lep (t)	52.6	52.6 dB

Statistics

LAS5.00	72.2 dB
LAS10.00	71.1 dB
LAS33.30	68.1 dB
LAS50.00	65.7 dB
LAS66.60	63.3 dB
LAS90.00	59.6 dB

Calibration History

Preamp	Date	dB re. 1V/Pa
PRMLxT1	2019-01-12 12:02:16	-50.7
PRMLxT1	2018-11-01 09:59:25	-50.5
PRMLxT1	2018-11-01 09:58:54	-50.5
PRMLxT1	2018-07-12 08:32:20	-49.8
PRMLxT1	2018-07-11 12:06:07	-49.9
PRMLxT1	2018-07-11 11:29:38	-49.0

Summary	
File Name on Meter	LxT_Data.004
File Name on PC	SLM_0005667_LxT_Data_004.02.ldbin
Serial Number	0005667
Model	SoundTrack LxT®
Firmware Version	2.302
User	DKA
Location	#2
Job Description	320 La Cienega
Note	

Measurement	
Description	
Start	2019-01-12 14:14:27
Stop	2019-01-12 14:29:27
Duration	00:15:00.0
Run Time	00:15:00.0
Pause	00:00:00.0
Pre Calibration	2019-01-12 12:02:16
Post Calibration	None
Calibration Deviation	---

Overall Settings			
RMS Weight	A Weighting		
Peak Weight	Z Weighting		
Detector	Slow		
Preamp	PRMLxT1		
Microphone Correction	Off		
Integration Method	Linear		
OBA Range	Normal		
OBA Bandwidth	1/1 and 1/3		
OBA Freq. Weighting	A Weighting		
OBA Max Spectrum	Bin Max		
Overload	144.3 dB		
	A	**C**	**Z**
Under Range Peak	100.7	97.7	**102.7** dB
Under Range Limit	**49.7**	47.7	55.7 dB
Noise Floor	36.5	37.1	44.8 dB

Results		
LAeq	61.0 dB	
LAE	90.5 dB	
EA	124.626 µPa²h	
EA8	3.988 mPa²h	
EA40	19.940 mPa²h	
LZpeak (max)	2019-01-12 14:15:03	100.7 dB
LASmax	2019-01-12 14:19:36	80.2 dB
LASmin	2019-01-12 14:23:03	52.9 dB
SEA	-99.9 dB	
LAS > 85.0 dB (Exceedance Counts / Duration)	0	0.0 s
LAS > 115.0 dB (Exceedance Counts / Duration)	0	0.0 s
LZpeak > 135.0 dB (Exceedance Counts / Duration)	0	0.0 s
LZpeak > 137.0 dB (Exceedance Counts / Duration)	0	0.0 s
LZpeak > 140.0 dB (Exceedance Counts / Duration)	0	0.0 s
LCeq	69.8 dB	
LAeq	61.0 dB	
LCeq - LAeq	8.8 dB	
LAIeq	64.9 dB	
LAeq	61.0 dB	
LAIeq - LAeq	4.0 dB	

	A		**C**		**Z**	
	dB	**Time Stamp**	**dB**	**Time Stamp**	**dB**	**Time Stamp**
Leq	61.0		69.8			
Ls(max)	80.2	2019/01/12 14:19:36				
Ls(min)	52.9	2019/01/12 14:23:03				
LPeak(max)					100.7	2019/01/12 14:15:03

# Overloads	0
Overload Duration	0.0 s
# OBA Overloads	0
OBA Overload Duration	0.0 s

Dose Settings		
Dose Name	OSHA-1	OSHA-2
Exchange Rate	5	5 dB
Threshold	90	80 dB
Criterion Level	90	90 dB
Criterion Duration	8	8 h

Results		
Dose	-99.9	0.00 %
Projected Dose	-99.9	0.00 %
TWA (Projected)	-99.9	14.4 dB
TWA (t)	-99.9	-10.6 dB
Lep (t)	45.9	45.9 dB

Statistics	
LAS5.00	65.9 dB
LAS10.00	63.5 dB
LAS33.30	57.6 dB
LAS50.00	56.2 dB
LAS66.60	55.3 dB
LAS90.00	54.1 dB

Calibration History

Preamp	**Date**	**dB re. 1V/Pa**
PRMLxT1	2019-01-12 12:02:16	-50.7
PRMLxT1	2018-11-01 09:59:25	-50.5
PRMLxT1	2018-11-01 09:58:54	-50.5
PRMLxT1	2018-07-12 08:32:20	-49.8
PRMLxT1	2018-07-11 12:06:07	-49.9
PRMLxT1	2018-07-11 11:29:38	-49.0

Summary	
File Name on Meter	LxT_Data.006
File Name on PC	SLM_0005667_LxT_Data_006.02.ldbin
Serial Number	0005667
Model	SoundTrack LxT®
Firmware Version	2.302
User	DKA
Location	#3
Job Description	320 La Cienega
Note	

Measurement	
Description	
Start	2019-01-12 14:59:53
Stop	2019-01-12 15:14:53
Duration	00:15:00.0
Run Time	00:15:00.0
Pause	00:00:00.0
Pre Calibration	2019-01-12 12:02:16
Post Calibration	None
Calibration Deviation	---

Overall Settings				
RMS Weight	A Weighting			
Peak Weight	Z Weighting			
Detector	Slow			
Preamp	PRMLxT1			
Microphone Correction	Off			
Integration Method	Linear			
OBA Range	Normal			
OBA Bandwidth	1/1 and 1/3			
OBA Freq. Weighting	A Weighting			
OBA Max Spectrum	Bin Max			
Overload	144.3 dB			
	A	**C**	**Z**	
Under Range Peak	100.7	97.7	**102.7**	dB
Under Range Limit	**49.7**	47.7	55.7	dB
Noise Floor	36.5	37.1	44.8	dB

Results		
LAeq	52.9 dB	
LAE	82.5 dB	
EA	19.572 µPa²h	
EA8	626.304 µPa²h	
EA40	3.132 mPa²h	
LZpeak (max)	2019-01-12 15:08:04	94.2 dB
LASmax	2019-01-12 15:10:17	67.8 dB
LASmin	2019-01-12 15:05:04	42.0 dB
SEA	-99.9 dB	
LAS > 85.0 dB (Exceedance Counts / Duration)	0	0.0 s
LAS > 115.0 dB (Exceedance Counts / Duration)	0	0.0 s
LZpeak > 135.0 dB (Exceedance Counts / Duration)	0	0.0 s
LZpeak > 137.0 dB (Exceedance Counts / Duration)	0	0.0 s
LZpeak > 140.0 dB (Exceedance Counts / Duration)	0	0.0 s
LCeq	64.4 dB	
LAeq	52.9 dB	
LCeq - LAeq	11.5 dB	
LAIeq	55.8 dB	
LAeq	52.9 dB	
LAIeq - LAeq	2.9 dB	

	A		C		Z	
	dB	**Time Stamp**	**dB**	**Time Stamp**	**dB**	**Time Stamp**
Leq	52.9		64.4			
Ls(max)	67.8	2019/01/12 15:10:17				
Ls(min)	42.0	2019/01/12 15:05:04				
LPeak(max)					94.2	2019/01/12 15:08:04

# Overloads	0
Overload Duration	0.0 s
# OBA Overloads	0
OBA Overload Duration	0.0 s

Dose Settings		
Dose Name	OSHA-1	OSHA-2
Exchange Rate	5	5 dB
Threshold	90	80 dB
Criterion Level	90	90 dB
Criterion Duration	8	8 h

Results		
Dose	-99.9	-99.9 %
Projected Dose	-99.9	-99.9 %
TWA (Projected)	-99.9	-99.9 dB
TWA (t)	-99.9	-99.9 dB
Lep (t)	37.9	37.9 dB

Statistics		
LAS5.00	59.5	dB
LAS10.00	56.7	dB
LAS33.30	48.9	dB
LAS50.00	47.0	dB
LAS66.60	45.8	dB
LAS90.00	43.9	dB

Calibration History		
Preamp	**Date**	**dB re. 1V/Pa**
PRMLxT1	2019-01-12 12:02:16	-50.7
PRMLxT1	2018-11-01 09:59:25	-50.5
PRMLxT1	2018-11-01 09:58:54	-50.5
PRMLxT1	2018-07-12 08:32:20	-49.8
PRMLxT1	2018-07-11 12:06:07	-49.9
PRMLxT1	2018-07-11 11:29:38	-49.0

Summary	
File Name on Meter	LxT_Data.005
File Name on PC	SLM_0005667_LxT_Data_005.02.ldbin
Serial Number	0005667
Model	SoundTrack LxT®
Firmware Version	2.302
User	DKA
Location	#4
Job Description	320 La Cienega
Note	

Measurement	
Description	
Start	2019-01-12 14:32:30
Stop	2019-01-12 14:47:30
Duration	00:15:00.0
Run Time	00:15:00.0
Pause	00:00:00.0
Pre Calibration	2019-01-12 12:02:16
Post Calibration	None
Calibration Deviation	---

Overall Settings			
RMS Weight	A Weighting		
Peak Weight	Z Weighting		
Detector	Slow		
Preamp	PRMLxT1		
Microphone Correction	Off		
Integration Method	Linear		
OBA Range	Normal		
OBA Bandwidth	1/1 and 1/3		
OBA Freq. Weighting	A Weighting		
OBA Max Spectrum	Bin Max		
Overload	144.3 dB		
	A	**C**	**Z**
Under Range Peak	100.7	97.7	**102.7** dB
Under Range Limit	**49.7**	47.7	55.7 dB
Noise Floor	36.5	37.1	44.8 dB

Results		
LAeq	49.2 dB	
LAE	78.7 dB	
EA	8.223 µPa²h	
EA8	263.131 µPa²h	
EA40	1.316 mPa²h	
LZpeak (max)	2019-01-12 14:34:23	89.2 dB
LASmax	2019-01-12 14:45:32	65.6 dB
LASmin	2019-01-12 14:45:03	43.3 dB
SEA	-99.9 dB	
LAS > 85.0 dB (Exceedance Counts / Duration)	0	0.0 s
LAS > 115.0 dB (Exceedance Counts / Duration)	0	0.0 s
LZpeak > 135.0 dB (Exceedance Counts / Duration)	0	0.0 s
LZpeak > 137.0 dB (Exceedance Counts / Duration)	0	0.0 s
LZpeak > 140.0 dB (Exceedance Counts / Duration)	0	0.0 s
LCeq	60.4 dB	
LAeq	49.2 dB	
LCeq - LAeq	11.3 dB	
LAIeq	51.2 dB	
LAeq	49.2 dB	
LAIeq - LAeq	2.0 dB	

	A		**C**		**Z**	
	dB	**Time Stamp**	**dB**	**Time Stamp**	**dB**	**Time Stamp**
Leq	49.2		60.4			
Ls(max)	65.6	2019/01/12 14:45:32				
Ls(min)	43.3	2019/01/12 14:45:03				
LPeak(max)					89.2	2019/01/12 14:34:23

# Overloads	0
Overload Duration	0.0 s
# OBA Overloads	0
OBA Overload Duration	0.0 s

Dose Settings		
Dose Name	OSHA-1	OSHA-2
Exchange Rate	5	5 dB
Threshold	90	80 dB
Criterion Level	90	90 dB
Criterion Duration	8	8 h

Results		
Dose	-99.9	-99.9 %
Projected Dose	-99.9	-99.9 %
TWA (Projected)	-99.9	-99.9 dB
TWA (t)	-99.9	-99.9 dB
Lep (t)	34.1	34.1 dB

Statistics

LAS5.00	52.5	dB
LAS10.00	49.1	dB
LAS33.30	47.1	dB
LAS50.00	46.5	dB
LAS66.60	45.8	dB
LAS90.00	44.4	dB

Calibration History

Preamp	Date	dB re. 1V/Pa
PRMLxT1	2019-01-12 12:02:16	-50.7
PRMLxT1	2018-11-01 09:59:25	-50.5
PRMLxT1	2018-11-01 09:58:54	-50.5
PRMLxT1	2018-07-12 08:32:20	-49.8
PRMLxT1	2018-07-11 12:06:07	-49.9
PRMLxT1	2018-07-11 11:29:38	-49.0

Gindi Maimonides Academy: DEMOLITION AND GRADING	Page 1

Construction Noise - Unmitigated

Total Equipment Noise Levels

Source	Emission Level (dBA)	Usage Factor	Adjusted dBA
Grader	85	0.4	81.0
Loader	79	0.4	75.0
		Combined dBA	**82.0**

Housing Row Shielding

If gaps in the row of buildings constitute less than 35% of the length of the row:		
R	0	*number of rows of houses between source and receiver
A(rows1)	**0**	

If gaps in the row of buildings constitute between 35-65% of the length of the row:		
R	0	*number of rows of houses between source and receiver
A(rows2)	**0**	

If gaps in the row of buildings constitute more than 65% of the length of the row:		
A(rows3)	**0**	

Tree Zone Shielding

Where at least 100 feet of trees intervene between source and receiver, ***and*** *if no clear line of sight exists between source and receiver,* ***and*** *if the trees extend 15 feet or more above the line of sight:*		
W	0	*width of the tree zone along the line of sight between source and receiver, in feet.
A(trees)	**0**	

Cumulative Shielding

Existing Building	0
Axxx	0
Axxx	0
A(rows1)	0
A(rows2)	0
A(trees)	0
A(cumulative)	**0**

Gindi Maimonides Academy: DEMOLITION AND GRADING	Page 2

Unmitigated Construction Noise Level

Total Equipment Noise Level	82.0
Cumulative Shielding (A)	0
G	0
Distance	100
Unmitigated Construction Noise	**76.0**

Unmitigated Receptor Noise Level

Unmitigated Construction Noise	76.0
Existing Ambient Noise Level	67.7
Unmitigated Ambient Noise	76.6
Unmitigated Increase	**8.9**

Gindi Maimonides Academy: DEMOLITION AND GRADING	Page 3

Construction Noise - Mitigated

Construction Equipment Mitigation

Source	Emission Level (dBA)	Usage Factor	Mitigative Attenuation	Adjusted dBA
Grader	85	0.4	3	78.0
Loader	79	0.4	3	72.0
		Combined dBA, Mitigated		**79.0**

Mitigated Construction Noise Level

Total Equipment Noise Level	79.0
Cumulative Shielding (A)	0
Sound Barrier Shielding	13.0
G	0.0
Distance	100
Mitigated Construction Noise	**60.0**

Mitigated Receptor Noise Level

Mitigated Construction Noise	60.0
Existing Ambient Noise Level	67.7
Mitigated Ambient Noise	68.4
Mitigated Increase	**0.7**

Sources

Federal Highway Administration (FHWA), *Construction Noise Handbook*, August 2006.

Federal Transit Administration (FTA), *Transit Noise and Vibration Assessment*, May 2006.

California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September 2013.

Sofitel Los Angeles at Beverly Hills: DEMOLITION AND GRADING

Construction Noise - Unmitigated

Total Equipment Noise Levels

Source	Emission Level (dBA)	Usage Factor	Adjusted dBA
Grader	85	0.4	81.0
Loader	79	0.4	75.0
		Combined dBA	**82.0**

Housing Row Shielding

If gaps in the row of buildings constitute less than 35% of the length of the row:		
R	0	*number of rows of houses between source and receiver
A(rows1)	**0**	

If gaps in the row of buildings constitute between 35-65% of the length of the row:		
R	0	*number of rows of houses between source and receiver
A(rows2)	**0**	

If gaps in the row of buildings constitute more than 65% of the length of the row:		
A(rows3)	**0**	

Tree Zone Shielding

Where at least 100 feet of trees intervene between source and receiver, ***and*** *if no clear line of sight exists between source and receiver,* ***and*** *if the trees extend 15 feet or more above the line of sight:*		
W	0	*width of the tree zone along the line of sight between source and receiver, in feet.
A(trees)	**0**	

Cumulative Shielding

Existing Building	0
Axxx	0
Axxx	0
A(rows1)	0
A(rows2)	0
A(trees)	0
A(cumulative)	**0**

Sofitel Los Angeles at Beverly Hills: DEMOLITION AND GRADING

Unmitigated Construction Noise Level

Total Equipment Noise Level	82.0
Cumulative Shielding (A)	0
G	0
Distance	220
Unmitigated Construction Noise	**69.1**

Unmitigated Receptor Noise Level

Unmitigated Construction Noise	69.1
Existing Ambient Noise Level	61
Unmitigated Ambient Noise	69.7
Unmitigated Increase	**8.7**

Sofitel Los Angeles at Beverly Hills: DEMOLITION AND GRADING

Construction Noise - Mitigated

Construction Equipment Mitigation

Source	Emission Level (dBA)	Usage Factor	Mitigative Attenuation	Adjusted dBA
Grader	85	0.4	3	78.0
Loader	79	0.4	3	72.0
		Combined dBA, Mitigated		**79.0**

Mitigated Construction Noise Level

Total Equipment Noise Level	79.0
Cumulative Shielding (A)	0
Sound Barrier Shielding	13.0
G	0.0
Distance	220
Mitigated Construction Noise	**53.1**

Mitigated Receptor Noise Level

Mitigated Construction Noise	53.1
Existing Ambient Noise Level	61
Mitigated Ambient Noise	61.7

Mitigated Increase	**0.7**

Sources

Federal Highway Administration (FHWA), *Construction Noise Handbook*, August 2006.

Federal Transit Administration (FTA), *Transit Noise and Vibration Assessment*, May 2006.

California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September 2013.

323 North Alfred Street: DEMOLITION AND GRADING — Page 1

Construction Noise - Unmitigated

Total Equipment Noise Levels

Source	Emission Level (dBA)	Usage Factor	Adjusted dBA
Grader	85	0.4	81.0
Loader	79	0.4	75.0
		Combined dBA	**82.0**

Housing Row Shielding

If gaps in the row of buildings constitute less than 35% of the length of the row:		
R	1	*number of rows of houses between source and receiver
A(rows1)	**5**	

If gaps in the row of buildings constitute between 35-65% of the length of the row:		
R	0	*number of rows of houses between source and receiver
A(rows2)	**0**	

If gaps in the row of buildings constitute more than 65% of the length of the row:		
A(rows3)	**0**	

Tree Zone Shielding

*Where at least 100 feet of trees intervene between source and receiver, **and** if no clear line of sight exists between source and receiver, **and** if the trees extend 15 feet or more above the line of sight:*		
W	0	*width of the tree zone along the line of sight between source and receiver, in feet.
A(trees)	**0**	

Cumulative Shielding

Existing Building	0
Axxx	0
Axxx	0
A(rows1)	5
A(rows2)	0
A(trees)	0
A(cumulative)	**5**

323 North Alfred Street: DEMOLITION AND GRADING — Page 2

Unmitigated Construction Noise Level

Total Equipment Noise Level	82.0
Cumulative Shielding (A)	5
G	0
Distance	90
Unmitigated Construction Noise	**71.9**

Unmitigated Receptor Noise Level

Unmitigated Construction Noise	71.9
Existing Ambient Noise Level	52.9
Unmitigated Ambient Noise	71.9
Unmitigated Increase	**19.0**

323 North Alfred Street: DEMOLITION AND GRADING — Page 3

Construction Noise - Mitigated

Construction Equipment Mitigation

Source	Emission Level (dBA)	Usage Factor	Mitigative Attenuation	Adjusted dBA
Grader	85	0.4	3	78.0
Loader	79	0.4	3	72.0
		Combined dBA, Mitigated		**79.0**

Mitigated Construction Noise Level

Total Equipment Noise Level	79.0
Cumulative Shielding (A)	5
Sound Barrier Shielding	13.0
G	0.0
Distance	90
Mitigated Construction Noise	**55.9**

Mitigated Receptor Noise Level

Mitigated Construction Noise	55.9
Existing Ambient Noise Level	52.9
Mitigated Ambient Noise	57.7
Mitigated Increase	**4.8**

Sources

Federal Highway Administration (FHWA), *Construction Noise Handbook*, August 2006.

Federal Transit Administration (FTA), *Transit Noise and Vibration Assessment*, May 2006.

California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September 2013.

300 block of Westbourne Drive: DEMOLITION AND GRADING

Construction Noise - Unmitigated

Total Equipment Noise Levels

Source	Emission Level (dBA)	Usage Factor	Adjusted dBA
Grader	85	0.4	81.0
Loader	79	0.4	75.0
		Combined dBA	**82.0**

Housing Row Shielding

If gaps in the row of buildings constitute less than 35% of the length of the row:		
R	1	*number of rows of houses between source and receiver
A(rows1)	**5**	

If gaps in the row of buildings constitute between 35-65% of the length of the row:		
R	0	*number of rows of houses between source and receiver
A(rows2)	**0**	

If gaps in the row of buildings constitute more than 65% of the length of the row:		
A(rows3)	**1**	

Tree Zone Shielding

*Where at least 100 feet of trees intervene between source and receiver, **and** if no clear line of sight exists between source and receiver, **and** if the trees extend 15 feet or more above the line of sight:*		
W	0	*width of the tree zone along the line of sight between source and receiver, in feet.
A(trees)	**0**	

Cumulative Shielding

Existing Building	0
Axxx	0
Axxx	0
A(rows1)	5
A(rows2)	0
A(trees)	0
A(cumulative)	**5**

300 block of Westbourne Drive: DEMOLITION AND GRADING

Unmitigated Construction Noise Level

Total Equipment Noise Level	82.0
Cumulative Shielding (A)	5
G	0
Distance	270
Unmitigated Construction Noise	**62.3**

Unmitigated Receptor Noise Level

Unmitigated Construction Noise	62.3
Existing Ambient Noise Level	49.2
Unmitigated Ambient Noise	62.6
Unmitigated Increase	**13.4**

300 block of Westbourne Drive: DEMOLITION AND GRADING

Construction Noise - Mitigated

Construction Equipment Mitigation

Source	Emission Level (dBA)	Usage Factor	Mitigative Attenuation	Adjusted dBA
Grader	85	0.4	3	78.0
Loader	79	0.4	3	72.0
		Combined dBA, Mitigated		**79.0**

Mitigated Construction Noise Level

Total Equipment Noise Level	79.0
Cumulative Shielding (A)	5
Sound Barrier Shielding	13.0
G	0.0
Distance	270
Mitigated Construction Noise	**46.3**

Mitigated Receptor Noise Level

Mitigated Construction Noise	46.3
Existing Ambient Noise Level	49.2
Mitigated Ambient Noise	51.0

Mitigated Increase	**1.8**

Sources

Federal Highway Administration (FHWA), *Construction Noise Handbook*, August 2006.

Federal Transit Administration (FTA), *Transit Noise and Vibration Assessment*, May 2006.

California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September 2013.

Federal Transit Administration
Noise Impact Assessment Spreadsheet

version: 7/3/2007

Project:	320 North La Cienega Bl

Receiver Parameters	
Receiver:	Receiver 1
Land Use Category:	2. Residential
Existing Noise (Measured or Generic Value):	53 dBA

Noise Source Parameters	
Number of Noise Sources:	1

Noise Source Parameters		Source 1
	Source Type:	Stationary Source
	Specific Source:	Parking Garage
Daytime hrs	Avg. Number of Autos/hr	28
Nighttime hrs	Avg. Number of Autos/hr	22
Distance	Distance from Source to Receiver (ft)	90
	Number of Intervening Rows of Buildings	1
Adjustments	Noise Barrier?	No

Project Results Summary

Existing Ldn:	53 dBA
Total Project Ldn:	45 dBA
Total Noise Exposure:	53 dBA
Increase:	1 dB
Impact?:	None

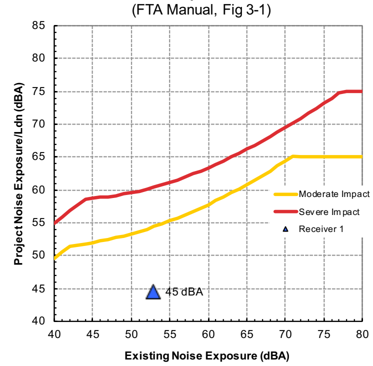
Distance to Impact Contours

Dist to Mod. Impact Contour (Source 1):	57 ft
Dist to Sev. Impact Contour (Source 1):	32 ft

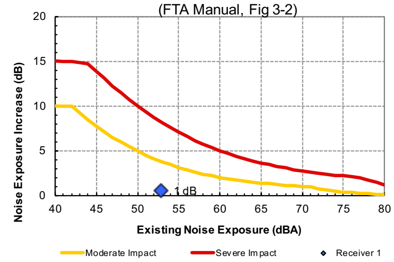
Source 1 Results

Leq(day):	39.0 dBA
Leq(night):	37.9 dBA
Ldn:	44.5 dBA

Noise Impact Criteria
(FTA Manual, Fig 3-1)



Increase in Cumulative Noise Levels Allowed
(FTA Manual, Fig 3-2)



Project	320 N. La Cienega Bl	
Receptor	323 North Alfred St	
Ref=	Reference vibration level (PPV)	
RefD=	Reference distance for Reference vibration level (Feet)	

Vibration PPV

Ref=	0.089	Based on type of equipment
RefD=	25	
D=	90	Distance from equipment to sensitive receptor
Equip=	0.013	

Annoyance VdB

Ref=	93	Based on type of equipment
RefD=	25	
D=	90	Distance from equipment to sensitive receptor
Equip=	76	

Peak construction vibration based on utilizing a large dozer

Source: FTA Transit Noise and Vibration Impact Assessment, 2018.

Project	320 N. La Cienega Bl	
Receptor	Gindi Maimonides Academy, 8511 Beverly Place	
Ref=	Reference vibration level (PPV)	
RefD=	Reference distance for Reference vibration level (Feet)	

Vibration PPV

Ref=	0.089	Based on type of equipment
RefD=	25	
D=	100	Distance from equipment to sensitive receptor
Equip=	0.011	

Annoyance VdB

Ref=	93	Based on type of equipment
RefD=	25	
D=	100	Distance from equipment to sensitive receptor
Equip=	75	

Peak construction vibration based on utilizing a large dozer

Source: FTA Transit Noise and Vibration Impact Assessment, 2018.

Project	320 N. La Cienega Bl
Receptor	323 North Alfred St
Ref=	Reference vibration level (PPV)
RefD=	Reference distance for Reference vibration level (Feet)

Vibration PPV

Ref=	0.003	Based on type of equipment
RefD=	25	
D=	15	Distance from equipment to sensitive receptor
Equip=	0.006	

Annoyance VdB

Ref=	93	Based on type of equipment
RefD=	25	
D=	15	Distance from equipment to sensitive receptor
Equip=	100	

Peak construction vibration based on utilizing a large dozer

Source: FTA Transit Noise and Vibration Impact Assessment, 2018.

Project	320 N. La Cienega Bl
Receptor	Gindi Maimonides Academy, 8511 Beverly Place
Ref=	Reference vibration level (PPV)
RefD=	Reference distance for Reference vibration level (Feet)

Vibration PPV

Ref=	0.003	Based on type of equipment
RefD=	25	
D=	70	Distance from equipment to sensitive receptor
Equip=	0.001	

Annoyance VdB

Ref=	93	Based on type of equipment
RefD=	25	
D=	70	Distance from equipment to sensitive receptor
Equip=	80	

Peak construction vibration based on utilizing a large dozer

Source: FTA Transit Noise and Vibration Impact Assessment, 2018.

Overland Traffic Consultants
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Manhattan Beach, CA 90266
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Overland Traffic Consultants, Inc.

November 13, 2019

Mr. Wes Pringle P.E.
Transportation Engineer
Metro Development Review
100 S. Main Street 9th Floor
Los Angeles, CA 90021

RE: Updated Traffic Assessment for Proposed Mixed - Use Project
(316 – 320 N. La Cienega Boulevard)

Dear Mr. Pringle,

Overland Traffic Consultants has prepared this updated assessment of transportation impacts for a proposed mixed – use residential project located at 316 – 320 N. La Cienega Boulevard, see Figure 1 for the project location.

The proposed project adds 5 apartments to the approved project for a total of 61 units (56 market rate apartments plus 5 affordable units) with the same commercial floor area.

The purpose of this assessment is to document the slight increase in traffic associated with the 5 additional apartments and to include a Vehicle Miles Traveled (VMT) calculation, access and circulation review per the new CEQA criteria for determining transportation impacts.

Conclusion

Based on the following review of the new CEQA guidelines, no CEQA VMT impacts or significant circulation and access (non-CEQA) deficiencies were identified for the modified project. Furthermore, potential conflicts with other proposed projects have been reviewed to assess cumulative impacts that may result from the proposed project in combination with other development projects in the study area. No cumulative development project impacts have been identified that would preclude the City's ability to provide transportation mobility in the area.

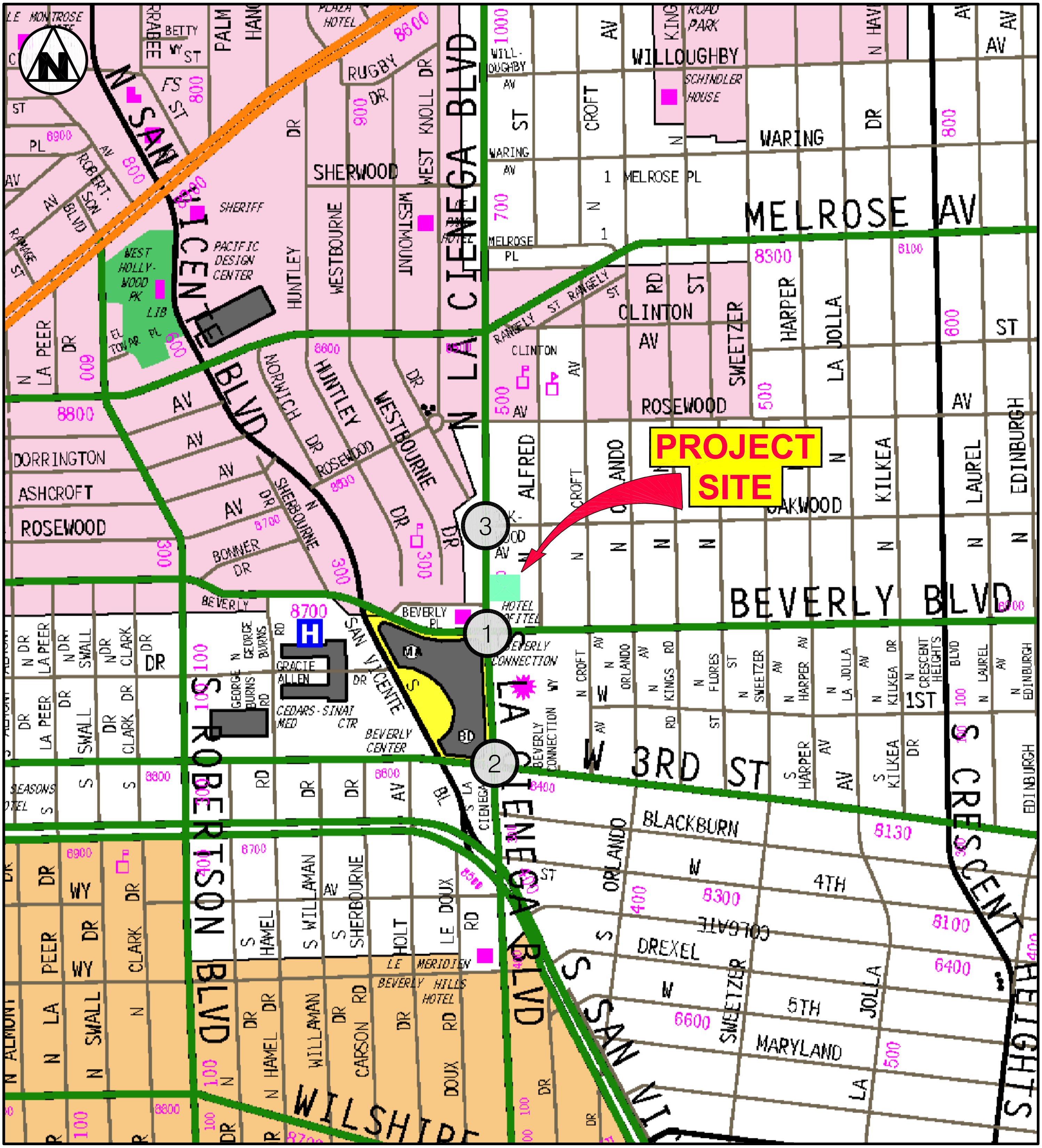

FIGURE 1

10/2019

PROJECT LOCATION AND STUDY INTERSECTIONS

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

Background

The Los Angeles Department of Transportation (LADOT) reviewed and approved a similar mixed – use project for the site (May 13, 2019, DOT Case No. CEN19-48031). The approved project consisted of removing the existing commercial uses and constructing 56 apartments (50 market rate apartments plus 6 affordable units) with 4,096 square feet of commercial. No significant Level of Service (LOS) traffic impacts were identified in the review of this approved project (approval letter Attachment A).

Below is a comparison of the approved project and the modified project using the ITE 10th Edition Trip Generation Manual. As indicated below the modified project adds 26 daily trips, 2 morning and 2 afternoon peak hour trips to the prior approval.

Approved vs Modified Project

	Size		Daily Trips		AM Peak Hour Trips		PM Peak Hour Trips	
Use	Approved	Modified	Approved	Modified	Approved	Modified	Approved	Modified
Apartments	50 units	56 units	272	305	18	20	22	25
Affordable	6 units	5 units	24	20	3	N.C.	2	2
Commercial	4,096 s.f	4,097 s.f.	155	155	4	4	16	16
Less Existing	3,150 s.f.	3,150 s.f.	119	119	3	3	12	12
NET PROJECT TRIPS			305	331	20	22	26	28

Modified Project Summary

The project site is located at 320 N. La Cienega Boulevard in the Wilshire Community Plan area of Los Angeles. The site is approximately 0.34 acres (14,834 square feet) in size and contains several commercial buildings. The project includes demolition of the existing structures and the construction of a 6 - story mixed – use building over three levels of subterranean parking.

The proposed mixed – use project consists of 61 apartments of which 5 units will be designated for affordable housing with approximately 4,097 square feet of ground floor commercial. In addition, regulatory compliance measures under the TOC Program and

Zoning Code include TDM project features such as unbundled parking and bike parking that reduce VMT.

The project will provide 77 parking spaces with 6 spaces located on the ground floor, 19 spaces on level P1, 25 spaces on level P2 and 27 spaces on level P3. Bike parking (56 long term and 8 short term spaces) and loading will be located on the ground level. Vehicle access to the parking and loading will be provided via the adjacent alley. Figures 2a thru 2d illustrate the project site plan.

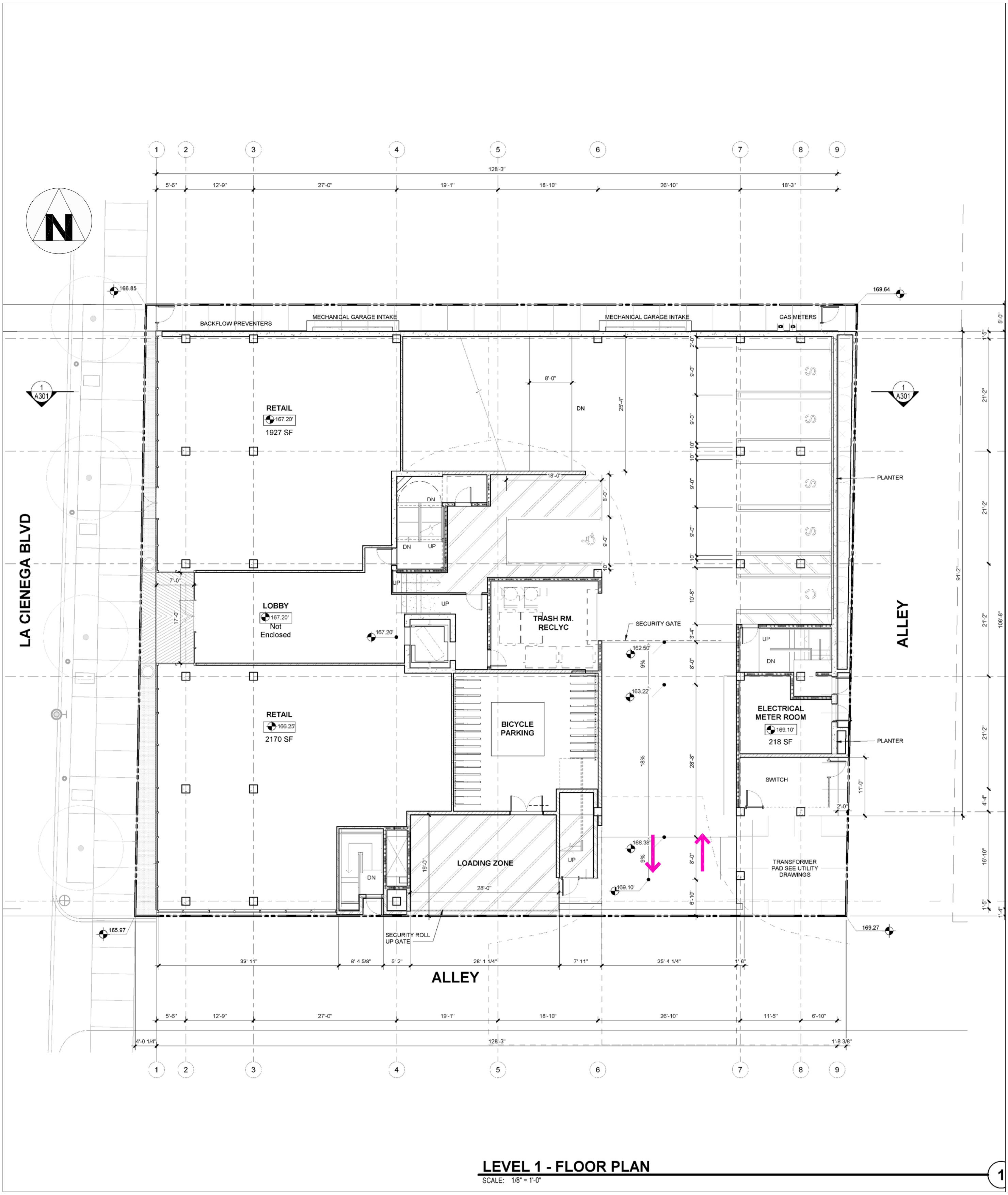

FIGURE 2a

10/2019

PROJECT SITE PLAN
GROUND LEVEL

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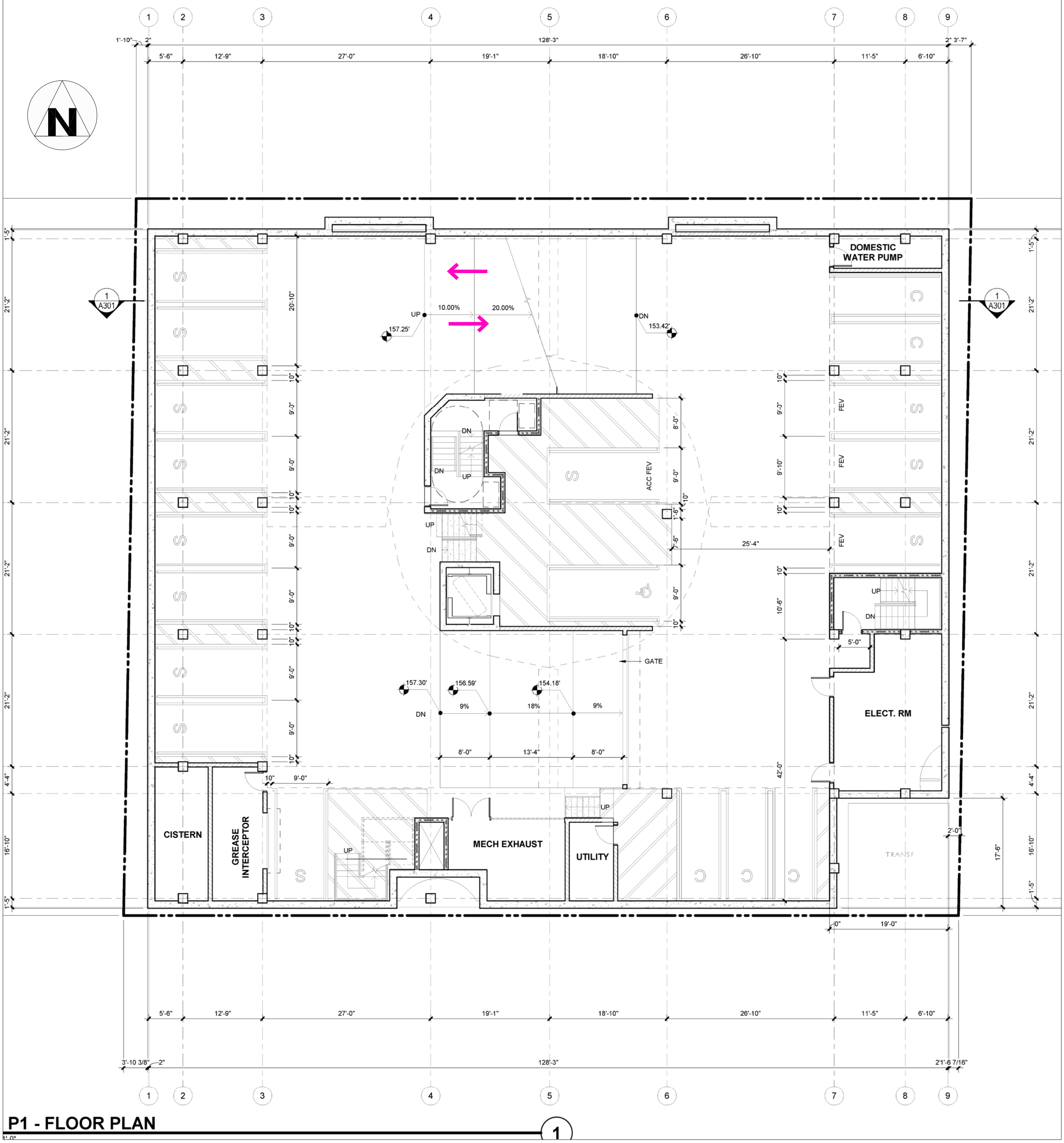

P1 - FLOOR PLAN

FIGURE 2b

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PROJECT SITE PLAN
LEVEL P1 PARKING

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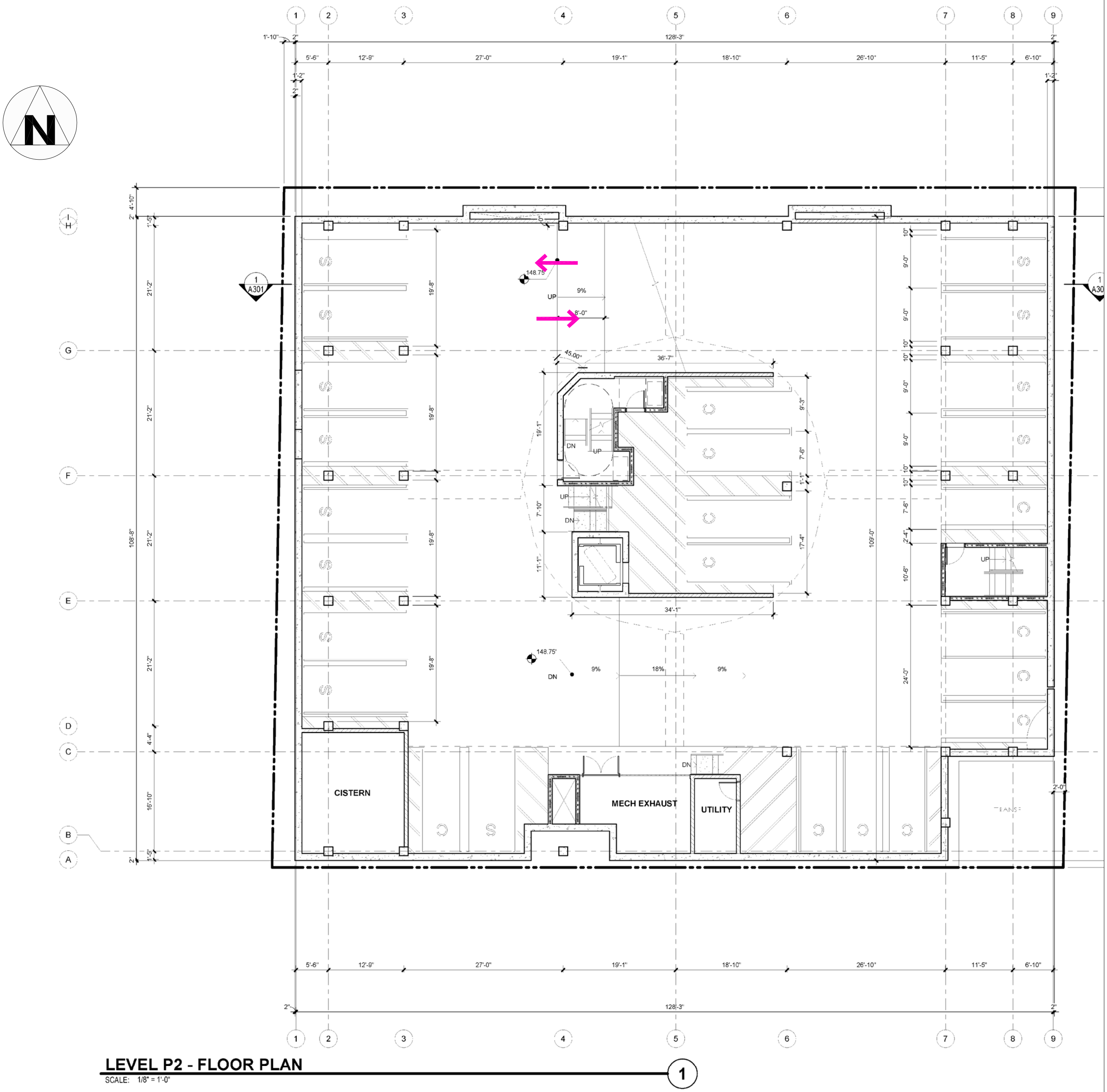

FIGURE 2c

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PROJECT SITE PLAN
LEVEL P2 PARKING

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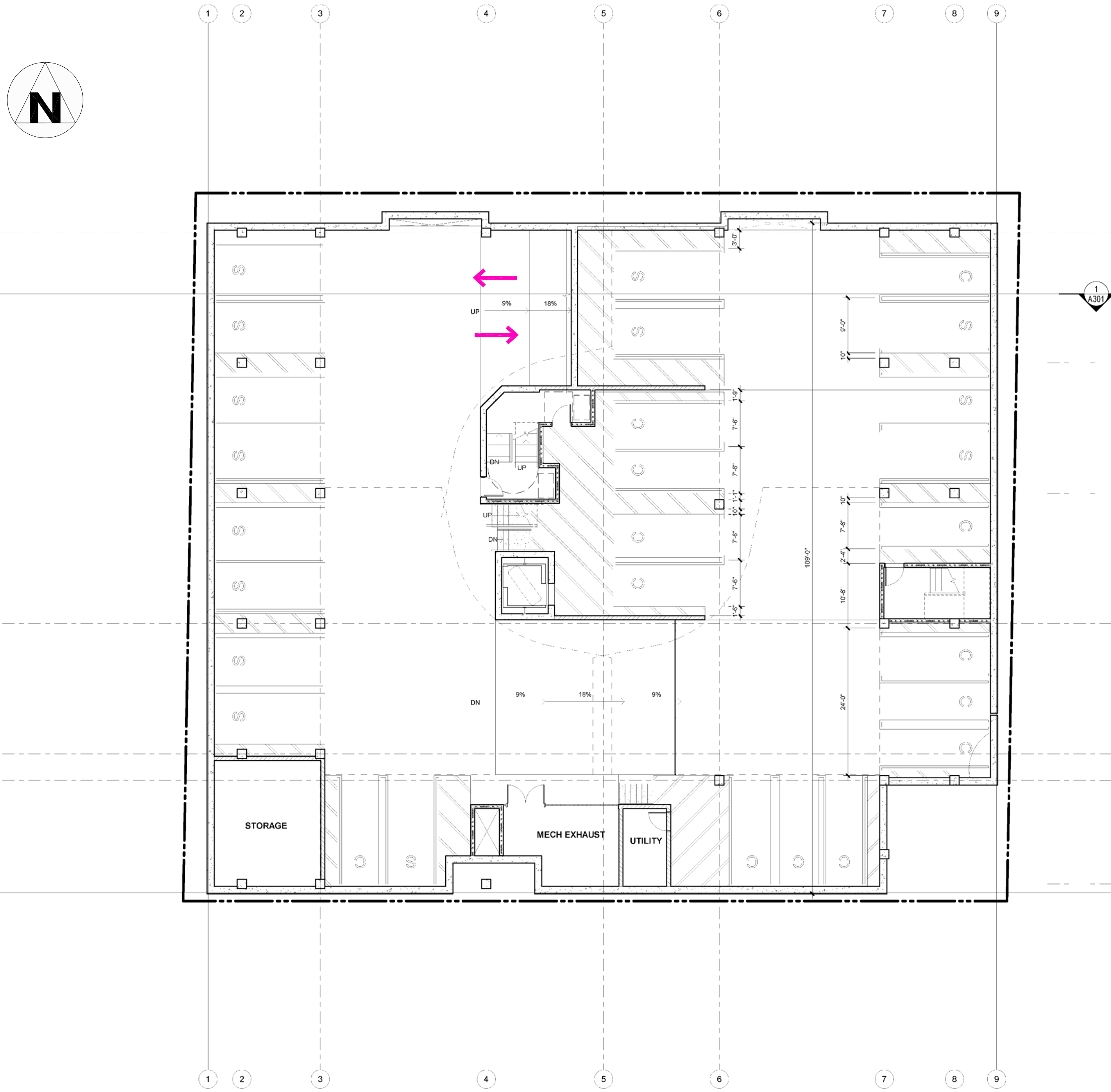

LEVEL P3 - FLOOR PLAN

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

FIGURE 2d

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PROJECT SITE PLAN
LEVEL P3 PARKING

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CEQA ANALYSIS OF TRANSPORTATION IMPACTS

Amendments to the California Environmental Quality Act (CEQA) related to transportation impacts have been adopted by the State of California and the City of Los Angeles. Senate Bill (SB) 743 amendments update the environmental checklist questions used to conduct the environmental review.

Pursuant to the new CEQA Section 15064.3, the Significance of Transportation Impacts shall be determined using the vehicle miles traveled (VMT) metric rather than Level of Service (LOS) which measures vehicle delay.

Pursuant to the LADOT Transportation Assessment Guidelines (TAG), any discretionary project that is estimated to generate a net increase of 250 or more daily vehicle trips will be required to prepare a transportation assessment. Note that TDM strategies should not be considered for the purpose of the daily vehicle trips or VMT screening which only determines if further analysis is necessary.

The current CEQA requirements for traffic include 2 separate evaluations; first the VMT calculation (CEQA) which includes the VMT Area Planning Commission (APC) thresholds, and second, the project's access and circulation evaluation (non-CEQA).

The non-CEQA assessment includes an analysis and identification of project generated impacts or deficiencies to the circulation system as well as the identification of feasible measures or corrective conditions to offset any impacts or deficiencies identified.

CEQA Checklist Thresholds

I. **Environmental Checklist Threshold T - 1**: Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit roadway, bicycle and pedestrian facilities?

Projects shall be evaluated for conformance with adopted City's transportation plans and policies for all travel modes. Projects that generally conform with and do not conflict with the City's development policies and standards addressing the circulation system, including vehicular, transit, bicycle and pedestrian facilities will generally be considered consistent.

Screening Criteria for Threshold T - 1

If the development project requires a discretionary action, and the answer is yes to any of the following threshold questions, further analysis will be required to assess whether the proposed project would negatively affect existing pedestrian, bicycle, or transit facilities:

1.1 Would the project generate a net increase of 250 or more daily vehicle trips?

Yes, Using the VMT calculator for screening purposes, the proposed project will generate 269 net vehicle trips (369 project – 100 existing) without any TDM strategy adjustments.

1.2. Is the project proposing to, or required to make any voluntary or required, modifications to the public right-of-way (i.e. street dedications, reconfigurations of curb lines, etc.)?

No, Pursuant to the Mobility Element street standards, no roadway widening, or street dedication would be required for La Cienega Boulevard adjacent to the project site.

1.3 Is the project on a lot that is ½ acre or more in total gross area, or is the project's frontage along a street classified as an Avenue or Boulevard (as designated in the

Mobility Plan 2035) 250 linear feet or more, or is the project's frontage encompassing an entire block along an Avenue or Boulevard (as designated in the Mobility Plan 2035)?

No, The site is approximately 0.35 acres (15,410 square feet). La Cienega Boulevard is designated an Avenue I street. The project's La Cienega Boulevard frontage is 115 feet.

<u>Threshold T - 1 Finding</u>

The project exceeds the threshold daily trip limit by 16 daily trips without any TDM project feature adjustments per the LADOT guideline. However, an updated project trip analysis provided by this assessment demonstrates that no significant circulation deficiencies have been identified which is consistent with the prior traffic impact analysis conducted and approved by LADOT in May 2019 (May 13, 2019, DOT Case No. CEN19-48031).

The proposed project does not obstruct or conflict with the City development policies and standards for the transportation system.

Therefore, the project does not have a significant transportation impact under Threshold T-1

II. **Environmental Checklist Threshold T - 2.1:** Does the project conflict or would it be inconsistent with California Environmental Quality Act (CEQA) Guidelines section 15064.3 subdivision (b)?

The intent of this threshold is to assess whether a land use project causes substantial vehicle miles traveled VMT. LADOT has developed the following screening and impact criteria to address this question.

<u>Screening Criteria for Threshold T - 2.1</u>

2.1-1 Would the project generate a net increase of 250 or more daily vehicle trips?

Yes, Using the VMT calculator for screening purposes, the proposed project will generate 269 net vehicle trips (369 project – 100 existing) without any TDM strategy adjustments.

2.1-2. Would the project generate a net increase in daily VMT?

Yes, The VMT generated by the new residential uses would increase daily household VMT per capita at the site. The VMT Calculator estimated a home - based production VMT of 1,044 household VMT prior to any project TDM adjustments (Home Based Work Production of 376 VMT and Home Based Other Production of 668 VMT).

Note that TDM strategies and commercial less than 50,000 sf are not considered for the purpose of VMT screening. According to Section 2.2.2 of the TAG, the portion of, or the entirety of a project that contains small-scale or local serving retail uses are assumed to have less than significant VMT impacts and can be excluded from the VMT analysis if less than 50,000 square feet.

Threshold T - 2.1 Finding

Further analysis of the increase in trips and VMT provided by this assessment, as documented in the following VMT and access and circulation review, identified no VMT impacts or any project - generated adverse effects on the environment.

LADOT has set thresholds for significant VMT impacts for each of the 7 Area Planning Commission (APC) sub-areas. The project is in the Central APC sub - area which has a daily household VMT per capita threshold of 6.0 (15% below the existing VMT per capita for the Central APC). The results of the VMT evaluation show that the proposed project has a household VMT per capita value of 6.0 and complies with the VMT criteria for the Central APC.

Several TDM project features are regulatory compliance measures under the TOC Program and Zoning code. The above VMT per capita value of 6.0 includes these TDM project features that reduce the VMT generated by people travelling to and from the project site. TDM measures that are part of the project include:

Unbundle Parking - This strategy unbundles the parking costs from the property costs, requiring those who wish to purchase parking spaces to do so at an additional cost from the property cost. The strategy assumes the parking cost is set by the VMT calculator to be a minimum of $115 per month and paid by the vehicle owners/drivers.

TDM Education & Encouragement - This strategy involves the use of marketing and promotional tools, such as posters, info boards, or a website with information that a traveler could choose to read at their own leisure.

Bike Parking - Projects providing short - term and long - term bicycle parking spaces in accordance with LAMC Section 12.21A.16 qualify for this measure.

VMT worksheets are provided in Attachment B.

III. **Environmental Checklist Threshold T- 3.1:** Does the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Impacts regarding the potential increase of hazards due to a geometric design feature generally relate to the design of access points to and from the project site, and may include safety, operational, or capacity impacts. Impacts can be related to vehicle conflicts as well as to operational delays caused by vehicles slowing and/or queuing to access a project site.

Screening Criteria for Threshold T- 3.1

3.1 Is the project proposing new driveways, or introducing new vehicle access to the property from the public right-of-way?

YES, The project is eliminating existing access on La Cienega Boulevard and consolidating multiple alley access points to 1 alley access point.

3.2 Is the project proposing to, or required to make any voluntary or required, modifications to the public right-of-way (i.e., street dedications, reconfigurations of curb line, etc.)?

No, Pursuant to the Mobility Element street standards, no roadway widening, or street dedication would be required for La Cienega Boulevard adjacent to the project site.

Threshold T - 3.1 Finding

The project reduces the number of vehicular conflict points and eliminates direct project arterial street driveway locations. The project's alley access design is consistent with LADOT driveway location best practices policy. The project does not involve any design features that are unusual for the area or any incompatible uses. Vehicular access impacts will be less than significant. Lastly. a review of cumulative projects did not identify any related projects with access points proposed along the same block(s) as the proposed project that would adversely impact transportation mobility.

Furthermore, potential conflicts with other proposed projects have been reviewed to assess cumulative impacts that may result from the proposed project in combination with other development projects in the study area. No cumulative development project impacts have been identified that would preclude the City's ability to provide transportation mobility in the area.

It should be noted that the related projects considered in the cumulative analysis include an updated development project list within approximately ½ mile of the project site which is further than the ¼ mile (1,320 foot) radius requirement for consistency with the prior approval. See Attachment C for the cumulative project list and traffic estimates used in the evaluation.

NON - CEQA TRANSPORTATION ANALYSIS

In Addition to conducting a CEQA review of development projects pursuant to SB743, LAMC Section 16.05, Site Plan Review authorizes a non - CEQA transportation analysis of development projects to identify deficiencies that may have an adverse effect of the environment. LADOT retains the ability to impose development conditions to improve operational safety and access around a project site and to better assess how proposed projects may affect the City's transportation system under the non-CEQA assessment.

A delay-based analysis has been used to evaluate if the project would contribute to potential circulation and access deficiencies that require specific operational improvements to the circulation system. To assist in the non - CEQA evaluation, the following information provides the environmental conditions in which the project is located.

ENVIRONMENTAL CONDITIONS

Land Use

The project is in the Wilshire Community Plan area which includes areas for residential, commercial, industrial uses, open space and public facilities. The summary of land use shows that the community plan area is 8,962 net acres with 23.2% single family, 31.1% multiple family, 13.6% commercial, 0.4% industrial and 31.7% open space and public facilities. Figure 3 provides an aerial photo of the project setting.

Streets

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 II roadway is 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 II roadway is a right - of - way width of 86 feet and a roadway width of 56 feet.

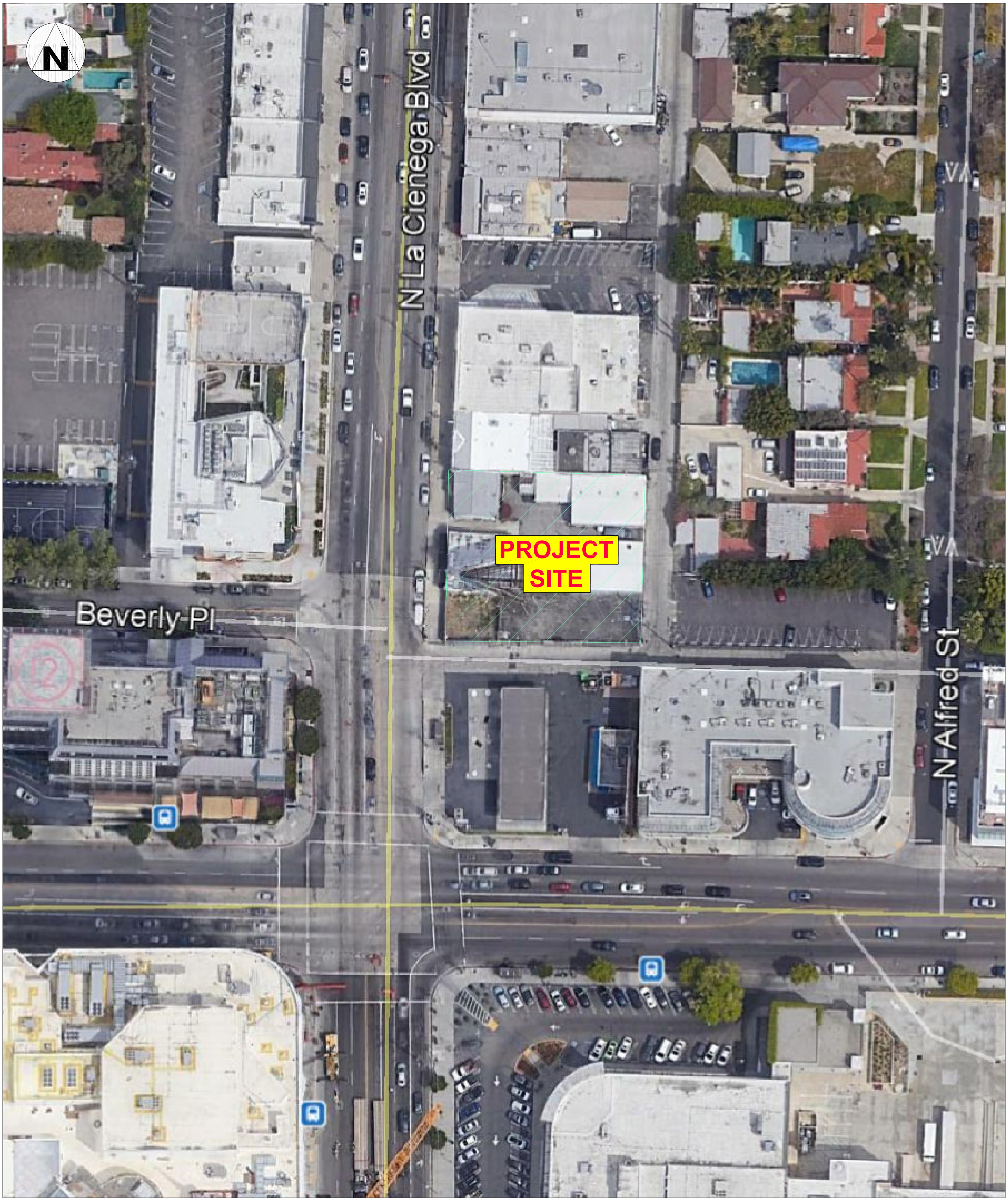

FIGURE 3

10/2019

PROJECT SETTING

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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 arterial streets serving the project include La Cienega Boulevard and Beverly Boulevard. A brief description is provided below.

La Cienega Boulevard is a north - south roadway designated an Avenue I roadway and is included in the Transit Enhanced Network and Pedestrian Network. La Cienega Boulevard provides two lanes in each direction, on - street parking and left turn median lanes. An Avenue I roadway calls for a 70 - foot roadway (35 - foot half) on 100 feet of right - of - way (50 - foot half). La Cienega Boulevard is currently developed to the Avenue I standard adjacent the project site.

Beverly Boulevard is an east - west roadway designated a Modified Avenue I and is included in the Transit Enhanced Network, Pedestrian Network and Tier 3 Bike Network of the Mobility Plan. Beverly Boulevard provides two lanes in each direction, 2-hour metered parking, and left turn median lanes with a posted speed limit of 35 MPH. Beverly Boulevard is a commercial street west of La Brea Avenue and residential street east of La Brea Avenue.

Transit

Public transportation in the study area is provided by the Metropolitan Transportation Authority (Metro) and the City of Los Angeles Department of Transportation Dash service (DASH). The project site is less than 200 feet from the intersection of Beverly Boulevard and La Cienega Boulevard, a major transit stop by definition (intersection of two or more bus routes with a service interval of 15 minutes or less during the morning and afternoon peak commute periods). Nearby transit services are summarized below:

Regional Rail Service

The Purple Rail Line Extension will provide rail service between downtown Los Angeles, the Miracle Mile, Beverly Hills and Westwood. From the current terminus at Wilshire / Western, the Purple Line Extension will extend westward for about nine miles and add seven new stations providing easy access to the Westside. Travel time between downtown Los Angeles and Westwood is expected to be about 25 minutes. The project is being built in three sections. The first section between Wilshire / Western and Wilshire / La Cienega is now under construction and is scheduled for completion in 2023. Section 2 of the Purple Line Extension Project will extend the subway to downtown Beverly Hills and Century City. Section 3 will then extend the project to two stations in Westwood.

The nearest Purple Line Rail Station will be located on the northeast corner of Wilshire Boulevard and La Cienega Boulevard approximately ¾ of a mile south of the project site.

Local Transit Service

- Metro Route 14 operates generally along Beverly Boulevard between Beverly Hills, West Hollywood, Fairfax Village and downtown Los Angeles. Key stops include Cedars – Sinai Medical Center, the Beverly Center, Farmer's Market/The Grove, Pan Pacific Park and Larchmont Village. Transit stops near the project are located at Beverly Boulevard at its intersection with La Cienega Boulevard. Peak hour headways are 5 – 8 minutes.
- Metro Route 105 operates along Sunset Boulevard and La Cienega Boulevard in the study area. The line serves West Hollywood, Beverly Hills, Culver City, and Vernon. Key stops include the Vernon Rail Station, the Washington /Fairfax Transit Hub, Kaiser Hospital, Plaza La Cienega, Cedars – Sinai Medical Center, the Beverly Center, Leimert Park and Baldwin Hills Crenshaw Plaza. Peak hour headways are 10 – 16 minutes.

- DASH Fairfax operates along La Cienega Boulevard past the project site with key stops at Cedars Sinai Medical Center, Fairfax Senior Center, Farmers Market, Park La Brea and Museum District. DASH stops are provided at the intersection of Beverly Boulevard and La Cienega Boulevard. Peak hour headways are 30 minutes.

Rapid Transit Service

- Metro Route 705 is a Rapid Line that operates with limited stops for faster service between West Hollywood, Beverly Hills, Culver City, Crenshaw and the City of Vernon. There is a stop at La Cienega Boulevard and Beverly Boulevard. Key stops include the Vernon Rail Station, Kenneth Hahn State Recreational Area, the Washington /Fairfax Transit Hub, Kaiser Hospital, Plaza La Cienega, Cedars – Sinai Medical Center, the Beverly Center, Leimert Park and Baldwin Hills Crenshaw Plaza. Peak hour headways are 10 – 20 minutes.

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

The 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.

- No study area streets have been identified in the VEN.

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

- Third Street and Fairfax Avenue are designated as Moderate Transit Enhanced streets - typically include bus stop enhancements and increased service, with transit vehicles continuing to operate in mixed traffic.
- Beverly Boulevard and La Cienega Boulevard are designated as Moderate Plus Transit Enhanced streets - An upgraded enhancement would include an exclusive bus lane during the peak travel period only.

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 also proposes bike facilities on arterial roadways with a striped separation. Tier 1 corresponds 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.

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.

- No bike paths are identified in the study area.

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.

- Melrose Avenue and San Vicente Boulevard are listed on the Bicycle Lane Network map as Tier 1 bicycle lane streets.
- Third Street is listed on the Bicycle Lane Network map as Tier 2 bicycle lane street.
- Beverly Boulevard and Fairfax Avenue are listed on the Bicycle Lane Network map as Tier 3 bicycle lane streets.
- Rosewood Avenue is identified as a gap closure street.

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.

- Rosewood Avenue, Sweetzer Avenue, First Street, Edinburgh Avenue, Waring Avenue and Orlando Avenue in the study area have been identified in the NEN.

Pedestrian Enhanced District (PEDs)

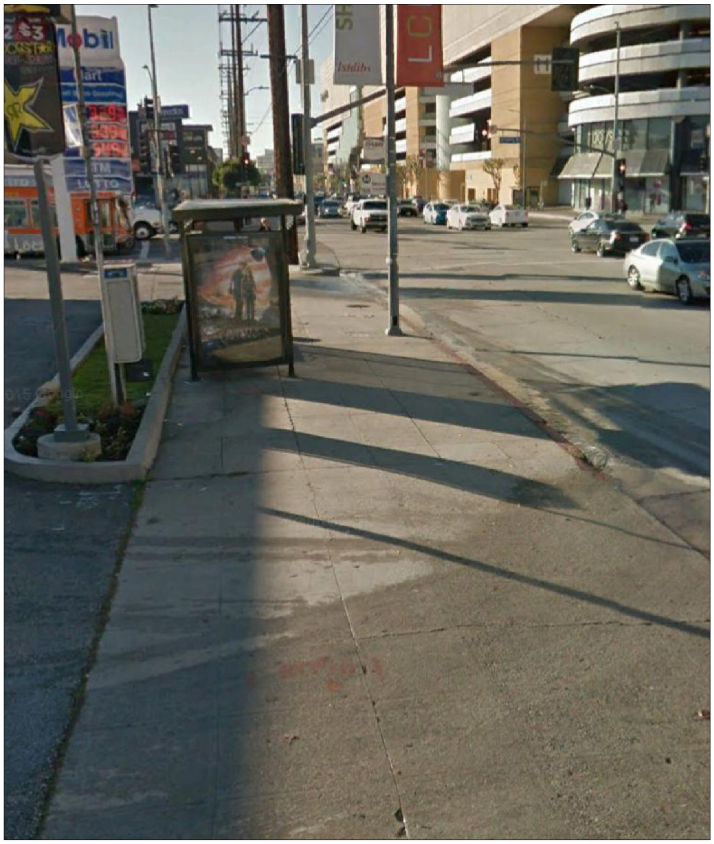
In addition to these street networks, many arterial streets that could benefit from additional pedestrian features to provide better walking connections are identified as Pedestrian Enhanced Districts.

Several streets within the study area has been identified in the pedestrian enhanced 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.

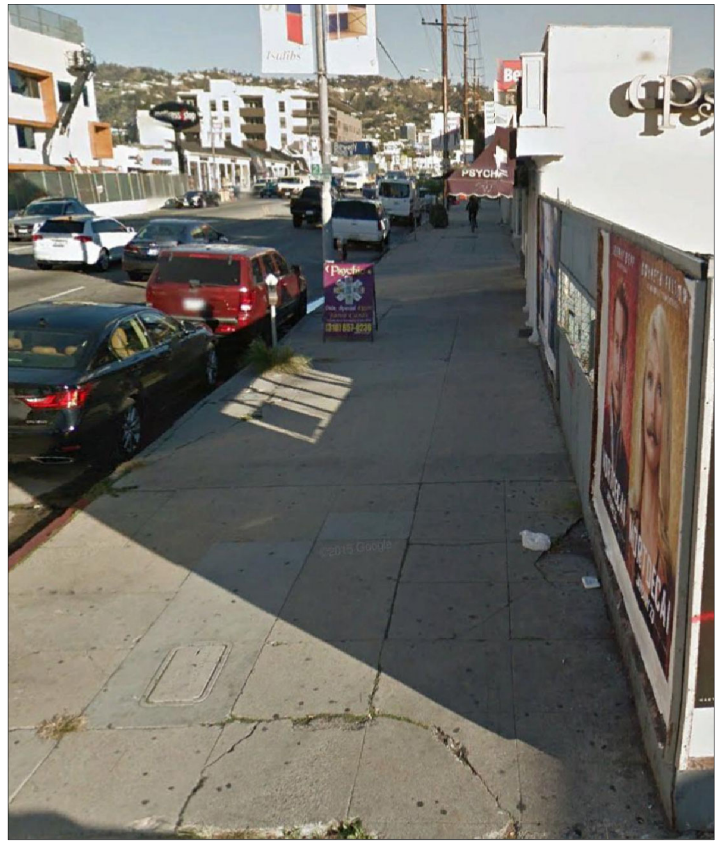
The Pedestrian Enhanced Districts (PEDs) provided call out where pedestrian improvements could be prioritized to provide better walking connections to and from the major destinations. These identified street segments are:

- Melrose Avenue east of Crescent Heights Boulevard to Highland Avenue,
- Beverly Boulevard east of Fairfax Avenue to Beverly Hills,
- Third Street east of Fairfax Avenue to Beverly Hills,
- La Cienega Boulevard, Fairfax Avenue, San Vicente Boulevard and La Brea Avenue

In addition, Figure 4 provides photos of the La Cienega Boulevard sidewalk adjacent to the site and south to major pedestrian destinations within 1,320 feet of the edge of a project site, i.e., The Beverly Center, the Beverly Connection and Cedars Sinai Medical Center. Fully improved sidewalks, protected crosswalks are provided along these pedestrian pathways to these major designations.



LA CIENEGA BLVD SIDEWALK LOOKING SOUTH



LA CIENEGA BLVD SIDEWALK LOOKING NORTH

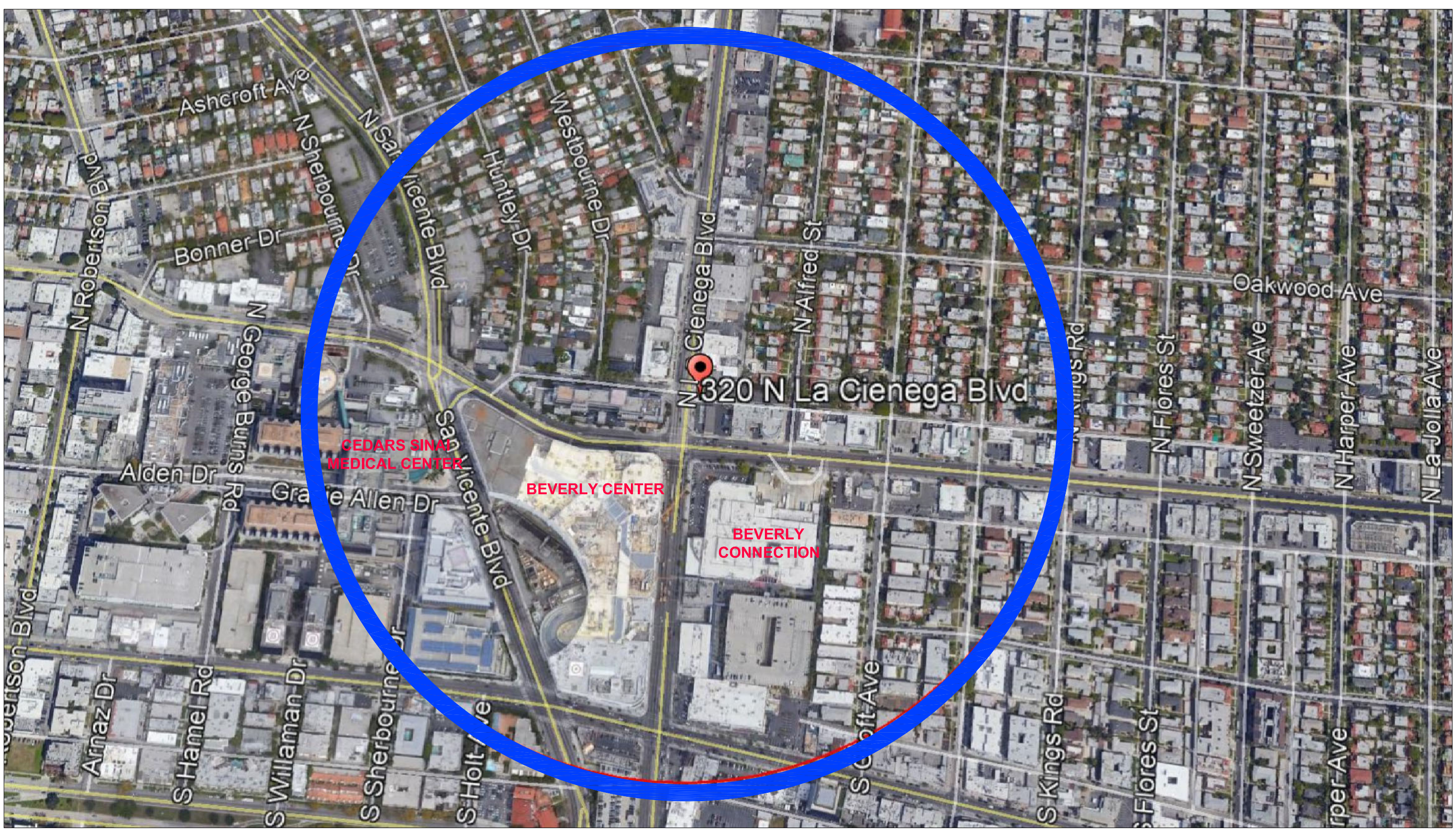


FIGURE 4

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POTENTIAL PEDESTRIAN DESTINATIONS WITHIN 1,320 FEET OF EDGE OF PROJECT SITE

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PEDESTRIAN, BICYCLE, AND TRANSIT ACCESS ASSESSMENT

Purpose - The pedestrian, bicycle, and transit facilities assessments are intended to determine a project's potential effect on pedestrian, bicycle, and transit facilities in the vicinity of the proposed project. The deficiencies could be physical (through removal, modification, or degradation of facilities) or demand-based (by adding pedestrian or bicycle demand to inadequate facilities).

Removal or Degradation of Facilities

The project will not remove, modify or degrade any pedestrian, bicycle, and transit facilities in the vicinity of the proposed project. In fact, any damaged or off-grade sidewalk, curb and gutter along the property frontage will be repaired under Section 12.37 of the Los Angeles Municipal Code (LAMC).

Project Use Intensification of Use

The project is located on La Cienega Boulevard which is designated an Avenue I roadway and is included in the Transit Enhanced Network and Pedestrian Networks. The project site is less than 200 feet from the intersection of Beverly Boulevard and La Cienega Boulevard, a major transit stop. No bike facilities are located along this segment of La Cienega Boulevard.

The small scale of this project will not overburden any pedestrian, bike or transit facilities. Per the VMT calculator, the project would have a residential population of approximately 142 person and 8 employees. Per the LA County Congestion Management Program (CMP) 2008/2010 guidelines, it is estimated that 38 daily transit trips, 2 am peak hour and 4 pm peak hour transit trips would be generated by the modified project. This level of intensification would not require any additional facilities to be constructed.

High Injury Network

Vision Zero Los Angeles identified a strategic plan to reduce traffic deaths to zero by focusing on engineering, enforcement, education and evaluation. The priority identified in the report is safety with a goal to make the streets of the City of Los Angeles the safest in the nation. As part of an effort to achieve this goal, LADOT identified a High Injury

Network (HIN) of city streets. The HIN identifies streets with a high number of traffic - related severe injuries and deaths across all modes of travel with emphasis on those involving pedestrians and cyclists.

La Cienega Boulevard is not part of the HIN.

PROJECT ACCESS, SAFETY AND CIRCULATION EVALUATION

Purpose – Project access and circulation is evaluated for safety, operational, and capacity constraints using vehicle level of service to identify circulation and access deficiencies that may require specific operational improvements. CEQA analysis for other subject areas, such as air quality analysis, may also continue to rely on vehicle level of service analysis.

Evaluation Findings - Safe vehicle access to and from the site is provided by the adjacent existing alley. A circulation evaluation has been reviewed by providing an update to the May 2019 approved traffic study for the site.

The following vehicle level of service (LOS) analysis has been updated and reviewed to identify any new circulation and access deficiencies that may require specific operational improvements.

The results of this evaluation show that the modified project will not create any significant traffic deficiencies on the existing streets or near - by intersections, pedestrian, bicycle, and transit facilities

Non - CEQA Analysis - The circulation deficiency evaluation has been calculated using the LADOT Critical Movement Analysis (CMA) method at 3 nearby intersections reviewed under the prior approval. The CMA analysis method quantifies the operating conditions of an intersection as described in Table 1 below.

Table 1
Level of Service Definitions

Level of Service	Description of Operating Condition	V/C Ratio
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

The updated evaluation study area includes the following nearby intersections:

1. La Cienega Boulevard and Beverly Boulevard;
2. La Cienega Boulevard and Third Street; and
3. La Cienega Boulevard and Oakwood Avenue

Project Traffic Generation

The modified project's traffic generation has been updated to include the 5 additional residential using the same ITE 10th Edition traffic rates as the May 2019 study. Table 2 contains the updated traffic generation for the modified project.

Table 2
Modified Project Traffic Generation

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)	56 units	305	5	15	20	16	9	25
	Transit*	10%	(30)	(1)	(1)	(2)	(2)	(1)	(3)
820	Retail (per 1,000 s.f.)	4,097 sf	155	2	2	4	7	9	16
LADOT	Affordable Apartments (per unit)	5 units	20	1	2	3	1	1	2
	Subtotal Proposed		450	7	18	25	22	18	40
	Existing Use								
820	Retail (per 1,000 s.f.)	3,150 sf	119	2	1	3	6	6	12
	Net Trips (Proposed - Existing)		331	5	17	22	16	12	28

* Metro Rapid Transit Line 705 along La Cienega Boulevard with a stop at Beverly Boulevard

Project Trip Distribution

No changes have been made to the project trip distribution or assignment of traffic. Figures 5 and 6 illustrate the intersection assignment percentages and peak hour trips, respectively.

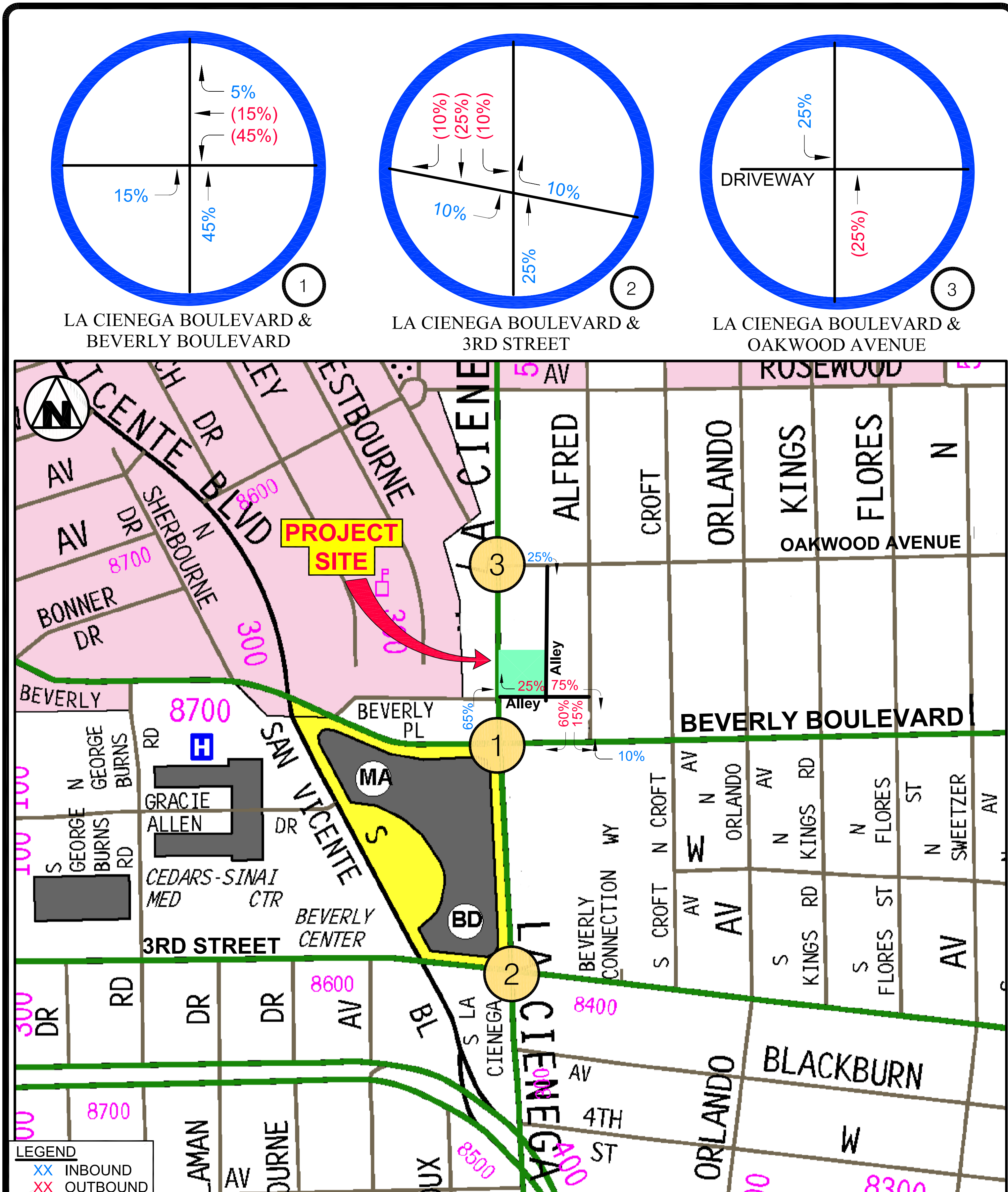

FIGURE 5

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STUDY INTERSECTION ASSIGNMENT PERCENTAGES

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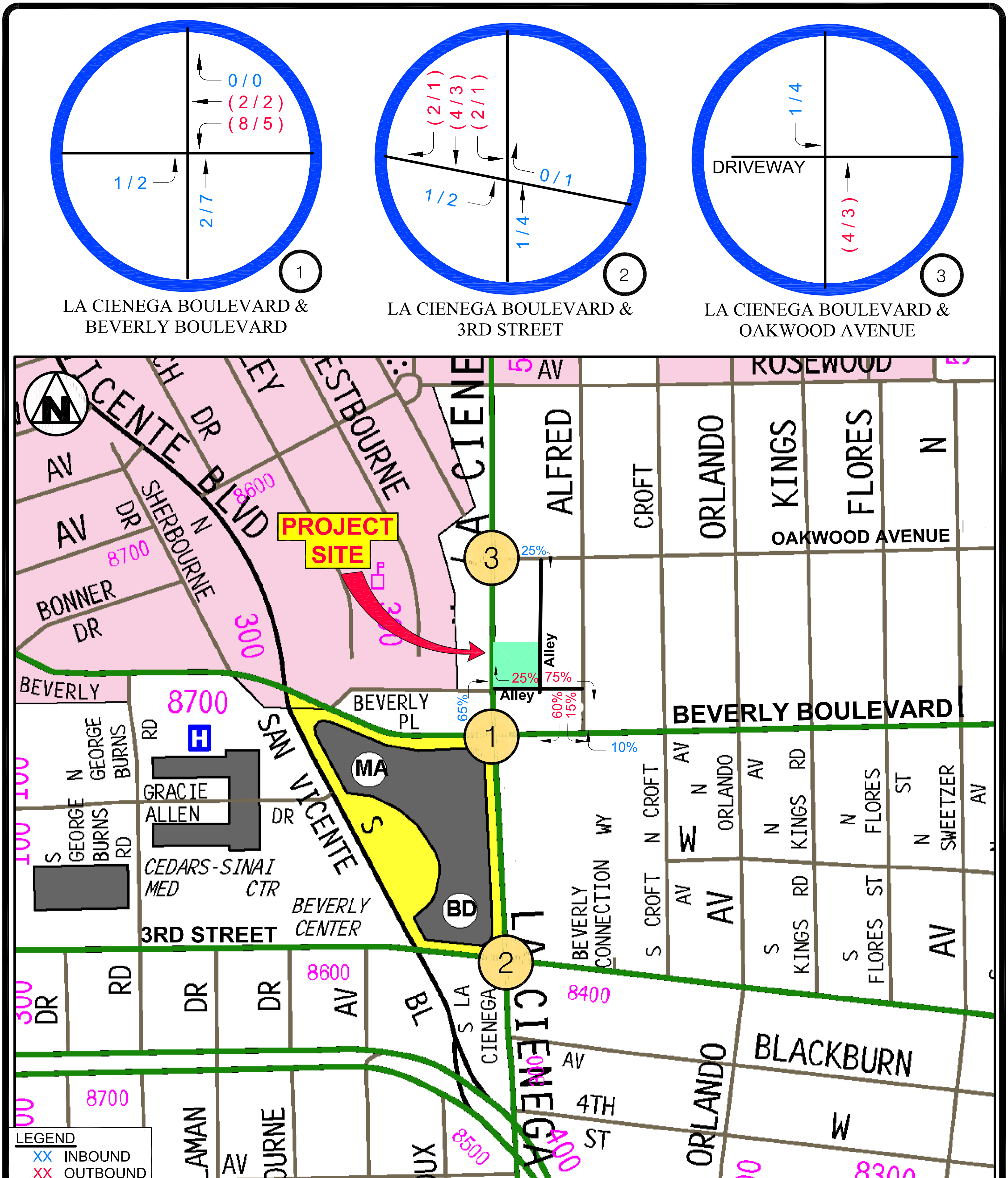

FIGURE 6

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PROJECT PEAK HOUR TRIP ASSIGNMENT
AM / PM PEAK HOUR

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Analysis of Future Project Traffic Conditions

Future traffic volumes have been developed to analyze future traffic conditions after completion of the project. The project's traffic affect has been calculated by adding the project traffic volumes to the existing traffic and future cumulative traffic volume with updated cumulative projects and 2022 study year.

The tables below show that the project's traffic will not change the LOS or significantly add to any circulation deficiencies in the area.

Table 3
Existing + Project Traffic Conditions

No.	Intersection	Peak Hour	Existing CMA	Existing LOS	Existing + Project CMA	Existing + Project LOS		CHANGE
1	La Cienega Boulevard &	AM	0.716	C	0.717	C	+	0.001
	Beverly Boulevard	PM	0.867	D	0.872	D	+	0.005
2	La Cienega Boulevard &	AM	0.726	C	0.728	C	+	0.002
	Third Street	PM	0.770	C	0.771	C	+	0.001
3	La Cienega Boulevard &	AM	0.526	A	0.526	A	+	0.000
	Oakwood Avenue	PM	0.485	A	0.489	A	+	0.004

Table 4
Future Cumulative + Project Traffic Conditions

No.	Intersection	Peak Hour	Future (2022) Without Project CMA	Future (2022) Without Project LOS	Future (2022) With Project CMA	Future (2022) With Project LOS		CHANGE
1	La Cienega Boulevard &	AM	0.817	D	0.819	D	+	0.002
	Beverly Boulevard	PM	0.976	E	0.981	E	+	0.005
2	La Cienega Boulevard &	AM	0.789	C	0.792	C	+	0.003
	Third Street	PM	0.819	D	0.820	D	+	0.001
3	La Cienega Boulevard &	AM	0.587	A	0.587	A	+	0.000
	Oakwood Avenue	PM	0.536	A	0.539	A	+	0.003

Updated cumulative traffic volume figures and projects list / map from the previous study are provided in Attachment C.

Please call me if you have questions.

Sincerely,

Jerry T. Overland

Jerry T. Overland

Attachments

ATTACHMENT A

LADOT APPROVAL LETTER PRIOR PROJECT
(May 13, 2019 DOT Case No. CEN 19-48031)

FORM GEN. 160A (Rev. 1/82)

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

320 N. La Cienega Bl
DOT Case No. CEN 19-48031

Date: May 13, 2019

To: Heather Bleamers, City Planner
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION IMPACT ASSESSMENT FOR THE PROPOSED MIXED-USE PROJECT LOCATED AT 320 NORTH LA CIENEGA BOULEVARD**

The Department of Transportation (DOT) has reviewed the traffic impact study dated February 2019, prepared by Overland Traffic Consultants, for the proposed mixed-use development located at 320 North La Cienega Boulevard. In order to evaluate the effects of the project's traffic on the available transportation infrastructure, the significance of the project's traffic impacts is measured in terms of change to the volume-to-capacity (V/C) ratio between the "future no project" and the "future with project" scenarios. This change in the V/C ratio is compared to DOT's established threshold standards to assess the project-related traffic impacts. The transportation impact analysis included the detailed analysis of three signalized intersections. Based on DOT's current traffic impact criteria[1], none of these signalized intersections would be significantly impacted by project-related traffic prior to mitigation. The results of the transportation impact analysis, which accounted for other known development projects in evaluating potential cumulative impacts, adequately evaluated the project's traffic impacts on the surrounding community and is summarized in **Attachment 1**.

DISCUSSION AND FINDINGS

A. <u>Project Description</u>
The proposed project will construct a five-story, mixed-use development with 50 market rate apartment units, 6 affordable rate apartment units and 4,096 square-feet of retail use. The existing site is currently occupied by retail uses. The project will provide 40 vehicle parking spaces on site in surface and subterranean lots. Vehicular access will be accommodated by the east-west alley bordering the southern boundary of the project. The project is expected to be completed by 2021.

B. <u>Trip Generation</u>
The project is estimated to generate a net increase of 305 daily trips, 20 trips in the a.m. peak hour, and 26 trips in the p.m. peak hour. The trip generation estimates are

[1] Per the DOT Transportation Impact Analysis Policies and Procedures, a significant impact is identified as an increase in the Critical Movement Analysis (CMA) value, due to project related traffic, of 0.01 or more when the final ("with project") Level of Service (LOS) is LOS E or F; an increase of 0.020 or more when the final LOS is LOS D; or an increase of 0.040 or more when the final LOS is LOS C.

based on formulas published by the Institute of Transportation Engineers (ITE) Trip Generation, 10th Edition, 2017. A copy of the trip generation table can be found in **Attachment 2**.

PROJECT REQUIREMENTS

A. Construction Impacts

DOT recommends that a construction work site traffic control plan be submitted to DOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. Refer to http://ladot.lacity.org/what-we-do/plan-review to determine which section to coordinate review of the work site traffic control plan. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that all construction related traffic be restricted to off-peak hours to the extent feasible.

B. Highway Dedication And Street Widening Requirements

On January 20, 2016, the City Council adopted the Mobility Plan 2035 which is the new Mobility Element of the General Plan. A key feature of the updated plan is to revise street standards in an effort to provide a more enhanced balance between traffic flow and other important street functions including transit routes and stops, pedestrian environments, bicycle routes, building design and site access, etc. Per the new Mobility Element, **La Cienega Boulevard** is designated as an Avenue I, which would require a 35-foot half-width roadway and a 50-foot half-width right-of-way. The applicant should check with BOE's Land Development Group to determine if there are any other applicable highway dedication, street widening and/or sidewalk requirements for this project.

C. Parking Requirements

The project indicated that 40 vehicular parking spaces will be provided. There will also be 66 bicycle parking spaces provided including 8 short term spaces and 58 long term spaces. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

D. Driveway Access and Circulation

The proposed site plans illustrated in **Attachment 3** are acceptable to DOT; however, review of the study does not constitute approval of the driveway dimensions, access internal circulation schemes, and loading/unloading area for the project. Those require separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 5th Floor, Room 550, at 213-482-7024). In order to minimize potential building design changes, the applicant should contact DOT for driveway width and internal circulation requirements so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans.

E. Development Review Fees

An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to application fees paid to DOT for permit issuance activities was adopted by the Los Angeles City Council in 2009. This ordinance identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact me at (213) 972-8482.

Attachments

J:\Letters\2019\CEN19-48031_316 La Cienega Bl_ts ltr.docx

c: Hagu-Solomon Cary, Council District No. 5
Rudy Guevara, Western District, DOT
Taimour Tanavoli, Case Management Office, DOT
Matthew Masuda, Central District, BOE
Jerry Overland, Overland Traffic Consultants

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

Table 8
Future (2021) Traffic Conditions Without Project

No.	Intersection	Peak Hour	Existing CMA	Existing LOS	Future (2021) Without Project CMA	Future (2021) Without Project LOS		Growth
1	La Cienega Boulevard &	AM	0.716	C	0.795	C	+	0.079
	Beverly Boulevard	PM	0.867	D	0.959	E	+	0.092
2	La Cienega Boulevard &	AM	0.726	C	0.817	D	+	0.091
	Third Street	PM	0.770	C	0.803	D	+	0.033
3	La Cienega Boulevard &	AM	0.526	A	0.576	A	+	0.050
	Oakwood Avenue	PM	0.485	A	0.525	A	+	0.040

The results of the future traffic conditions with the project are shown below in Table 9.

Table 9
Future (2021) Cumulative Traffic Conditions With Project

No.	Intersection	Peak Hour	Future (2021) Without Project CMA	Future (2021) Without Project LOS	Future (2021) With Project CMA	Future (2021) With Project LOS		IMPACT	Significant Impact
1	La Cienega Boulevard &	AM	0.795	C	0.796	C	+	0.001	No
	Beverly Boulevard	PM	0.959	E	0.964	E	+	0.005	No
2	La Cienega Boulevard &	AM	0.817	D	0.819	D	+	0.002	No
	Third Street	PM	0.803	D	0.805	D	+	0.002	No
3	La Cienega Boulevard &	AM	0.576	A	0.576	A	+	0.000	No
	Oakwood Avenue	PM	0.525	A	0.528	A	+	0.003	No

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

Future cumulative “with project” peak hour traffic volumes are shown in Figures 14 and 15 for the morning and afternoon, respectively. Appendix H contains the level of service worksheets.

Table 2
Project Traffic Generation

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)	50 units	272	5	13	18	14	8	22
	Transit*	10%	(27)	(1)	(1)	(2)	(1)	(1)	(2)
820	Retail (per 1,000 s.f.)	4,096 sf	155	2	2	4	7	9	16
LADOT	Affordable Apartments (per unit)	6 units	24	1	2	3	1	1	2
	Subtotal Proposed		424	7	16	23	21	17	38
	Existing Use								
820	Retail (per 1,000 s.f.)	3,150 sf	119	2	1	3	6	6	12
	Net Trips (Proposed - Existing)		305	5	15	20	15	11	26

* Metro Rapid Transit Line 705 along La Cienega Boulevard with a stop at Beverly Boulevard

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 approved by LADOT. Figure 5 shows the estimated project traffic percentages at each of the study intersections.

Figure 6 illustrates the estimated project traffic at each intersection for the am and pm peak hours. 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.

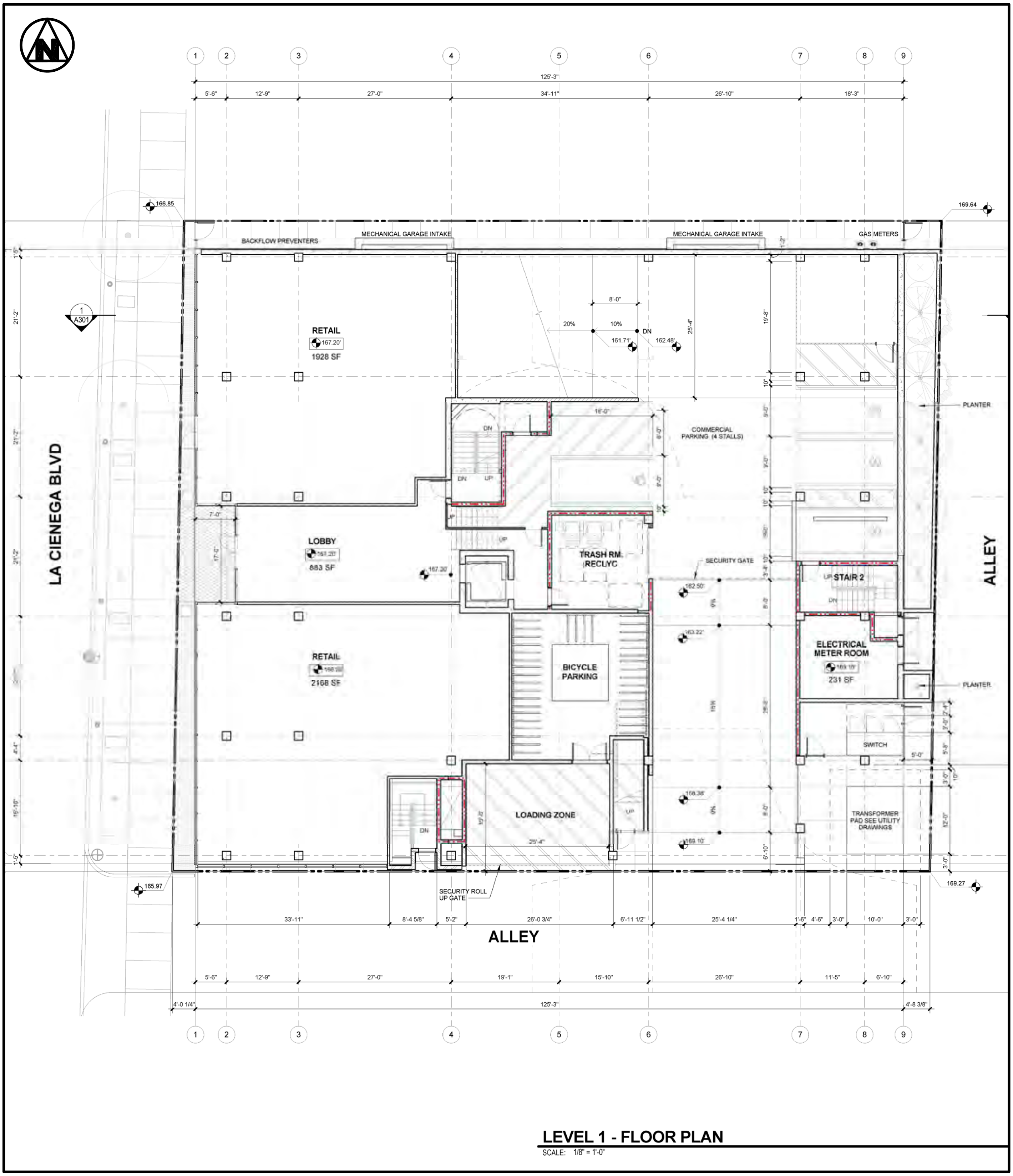


FIGURE 2A

2/2019

PROJECT SITE PLAN
GROUND FLOOR

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

ATTACHMENT B

VMT REPORTs

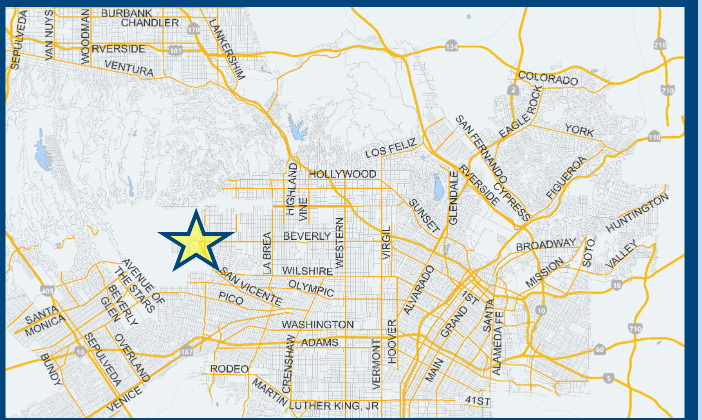
CITY OF LOS ANGELES VMT CALCULATOR Version 1.1

Project Information

Project:

Scenario: Project

Address: 316 N LA CIENEGA BLVD, 90048



Land Use Type	Value	Unit
Retail | General Retail	4.097	ksf
Housing | Multi-Family	56	DU
Retail | General Retail	4.097	ksf
Housing | Affordable Housing - Family	5	DU

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

TDM Strategies

Select each section to show individual strategies

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

A Parking

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

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

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

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

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

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

	Proposed Project	With Mitigation
Daily Vehicle Trips	326	326
Daily VMT	1,973	1,973
Household VMT per Capita	6.0	6.0
Work VMT per Employee	7.4	7.4

Significant VMT Impact?

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

Measuring the Miles

11/12/2019

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: November 12, 2019
Project Name:
Project Scenario: Project
Project Address: 316 N LA CIENEGA BLVD, 90048

Version 1.0

Project Information

Land Use Type		Value	Units
Housing	*Single Family*	*0*	*DU*
	Multi Family	56	DU
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	Family	5	DU
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	General Retail	4.097	ksf
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	*0.000*	*ksf*
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement Superstore	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	*General Office*	*0*	*ksf*
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
Other		*0*	*Trips*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: November 12, 2019
Project Name:
Project Scenario: Project
Project Address: 316 N LA CIENEGA BLVD, 90048

Version 1.0

Analysis Results

Total Employees: *8*

Total Population: *142*

Proposed Project		With Mitigation	
326	**Daily Vehicle Trips**	**326**	**Daily Vehicle Trips**
1,973	**Daily VMT**	**1,973**	**Daily VMT**
6	**Household VMT per Capita**	**6**	**Household VMT per Capita**
7.4	**Work VMT per Employee**	**7.4**	**Work VMT per Employee**

Significant VMT Impact?

APC: Central

Impact Threshold: 15% Below APC Average

Household = 6.0

Work = 7.6

Proposed Project		With Mitigation	
VMT Threshold	***Impact***	***VMT Threshold***	***Impact***
Household > 6.0	No	*Household > 6.0*	No
Work > 7.6	No	*Work > 7.6*	No

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: November 12, 2019
Project Name:
Project Scenario: Project
Project Address: 316 N LA CIENEGA BLVD, 90048

Version 1.0

TDM Strategy Inputs

Strategy Type		*Description*	*Proposed Project*	*Mitigations*
Parking	*Reduce parking supply*	*City code parking provision (spaces)*	*0*	*0*
		Actual parking provision (spaces)	*0*	*0*
	Unbundle parking	Monthly cost for parking ($)	$115	$115
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

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

(cont. on following page)

TDM Strategy Inputs, Cont.

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

(cont. on following page)

TDM Strategy Inputs, Cont.

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: November 12, 2019
Project Name:
Project Scenario: Project
Project Address: 316 N LA CIENEGA BLVD, 90048

Version 1.0

TDM Adjustments by Trip Purpose & Strategy

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	Appendix B, Parking sections 1 - 6
	Unbundle parking	14%	14%	0%	0%	14%	14%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	Appendix B, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	Appendix B, Education & Encouragement sections 1 - 2
	Promotions and marketing	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	Appendix B, Commute Trip Reductions sections 1 - 4
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	Appendix B, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: November 12, 2019
Project Name:
Project Scenario: Project
Project Address: 316 N LA CIENEGA BLVD, 90048

Version 1.0

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

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

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	18%	18%	5%	5%	18%	18%	5%	5%	5%	5%	5%	1%
MAX. TDM EFFECT	18%	18%	5%	5%	18%	18%	5%	5%	5%	5%	5%	5%

= Minimum (X%, 1- (1-[a])*(1-[b]))
where: X%=

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

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: November 12, 2019
Project Name:
Project Scenario: Project
Project Address: 316 N LA CIENEGA BLVD, 90048

Version 1.0

MXD Methodology - Existing Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	82	-26.1%	61	6.2	507	376
Home Based Other Production	220	-38.5%	135	4.9	1,085	668
Non-Home Based Other Production	38	-10.9%	34	6.6	250	222
Home-Based Work Attraction	12	-37.0%	7	8.4	100	64
Home-Based Other Attraction	127	-38.9%	78	7.1	904	553
Non-Home Based Other Attraction	60	-10.9%	54	6.1	369	329

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-17.8%	50	309	-17.8%	50	309
Home Based Other Production	-17.8%	111	549	-17.8%	111	549
Non-Home Based Other Production	-4.6%	32	212	-4.6%	32	212
Home-Based Work Attraction	-4.6%	7	61	-4.6%	7	61
Home-Based Other Attraction	-4.6%	74	527	-4.6%	74	527
Non-Home Based Other Attraction	-4.6%	51	314	-4.6%	51	314

MXD VMT Methodology Per Capita & Per Employee

Total Population: 142
Total Employees: 8
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**858**	**858**
Total Home Based Work Attraction VMT	**61**	**61**
Total Home Based VMT Per Capita	**6.0**	**6.0**
Total Work Based VMT Per Employee	**7.4**	**7.4**

ATTACHMENT C

TRAFFIC VOLUME FIGURES, CUMULATIVE PROJECT INFORMATION AND CMA WORKSHEETS

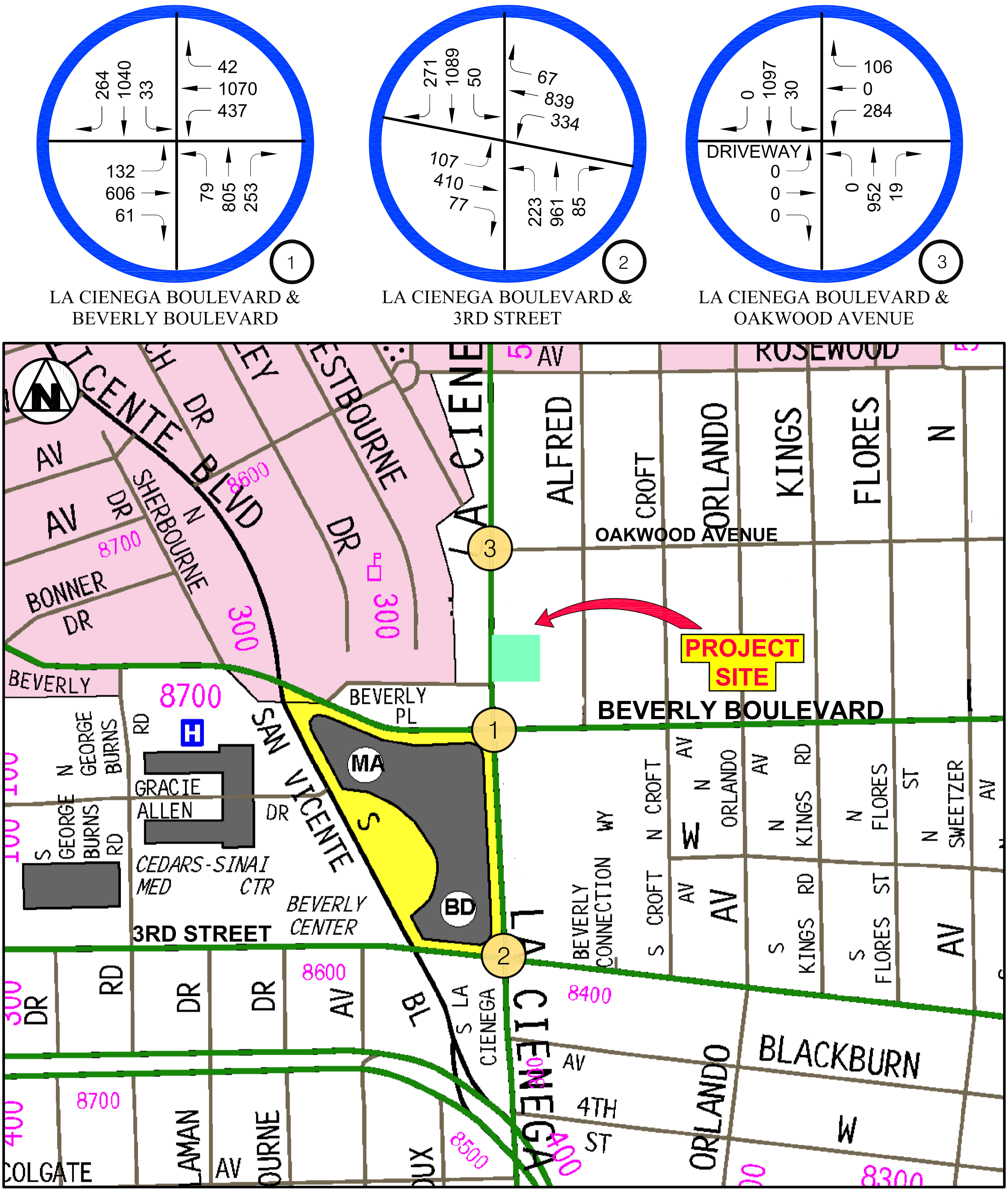
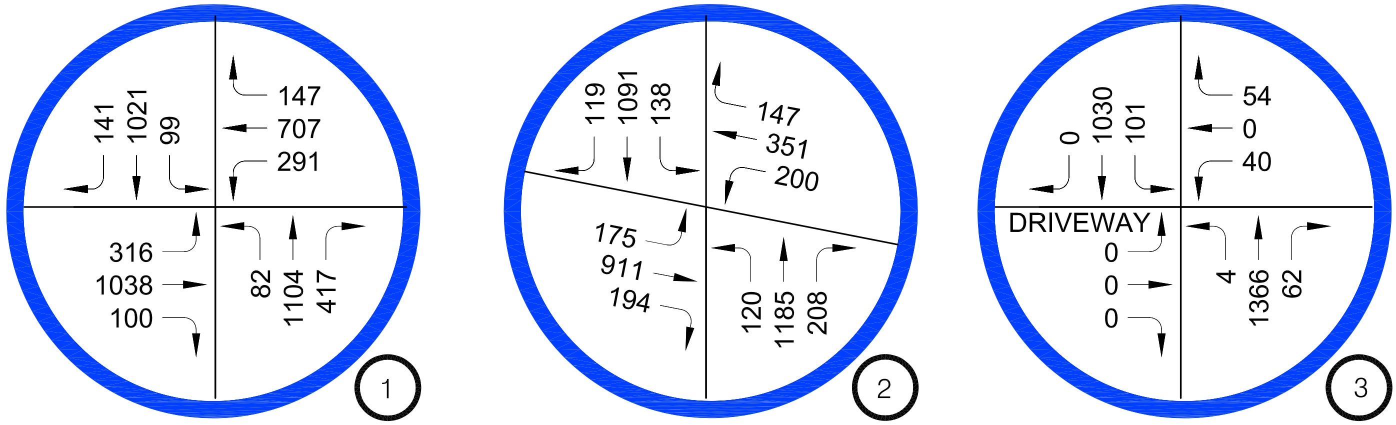


FIGURE 7

2/2019

EXISTING TRAFFIC VOLUME
AM PEAK HOUR

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



LA CIENEGA BOULEVARD & BEVERLY BOULEVARD

LA CIENEGA BOULEVARD & 3RD STREET

LA CIENEGA BOULEVARD & OAKWOOD AVENUE

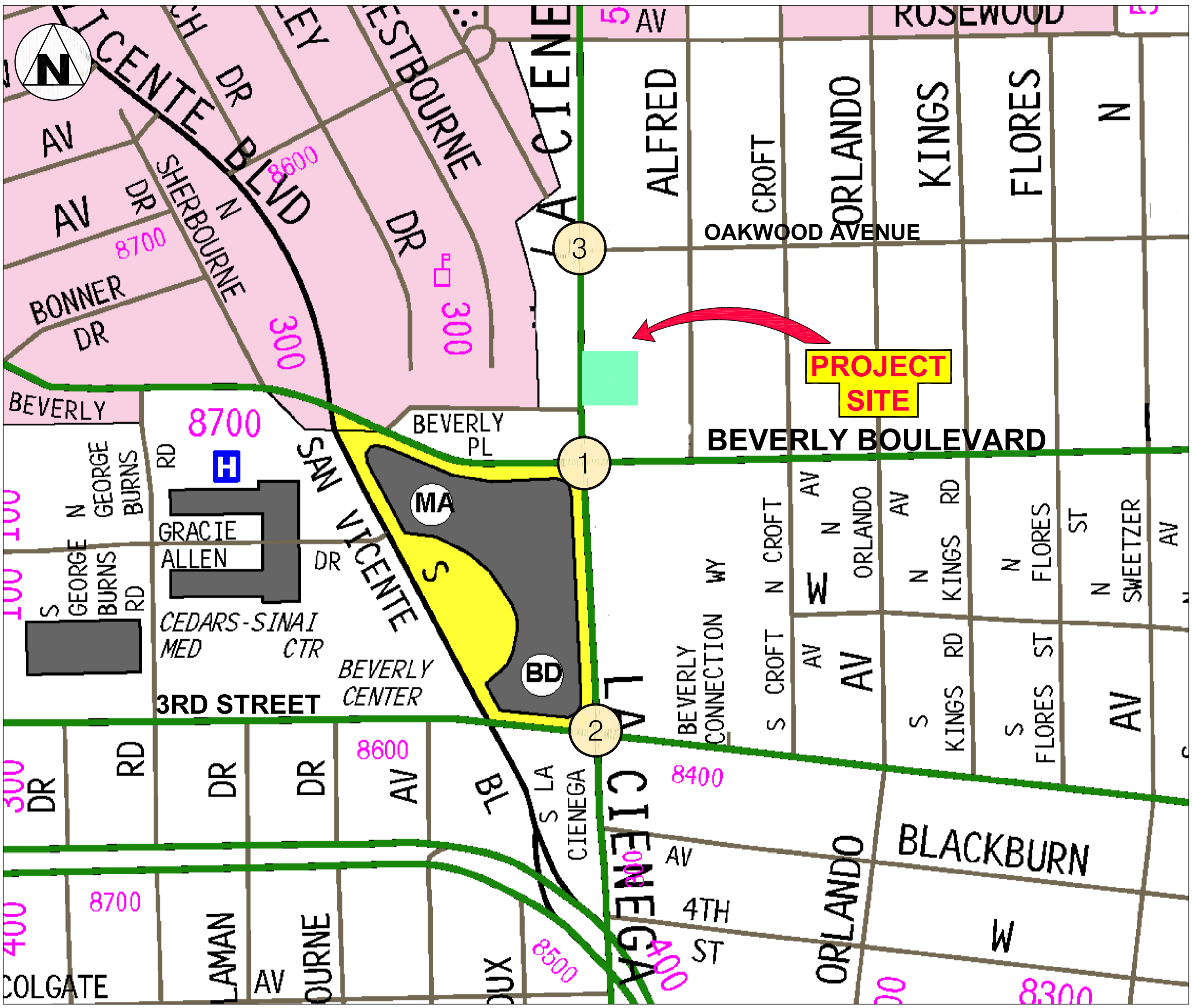
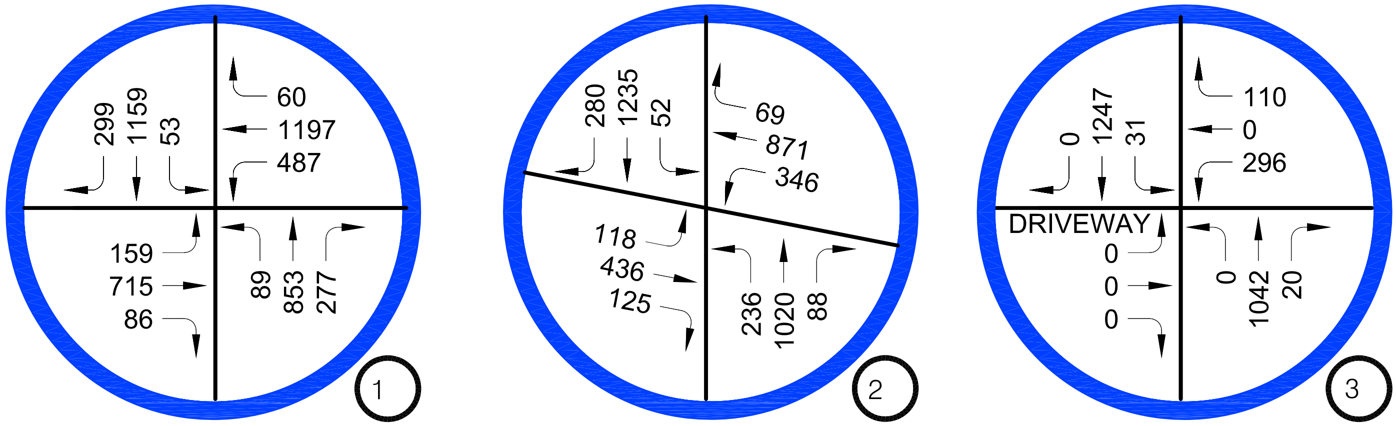


FIGURE 8

2/2019

EXISTING TRAFFIC VOLUME
PM PEAK HOUR

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



LA CIENEGA BOULEVARD & BEVERLY BOULEVARD

LA CIENEGA BOULEVARD & 3RD STREET

LA CIENEGA BOULEVARD & OAKWOOD AVENUE

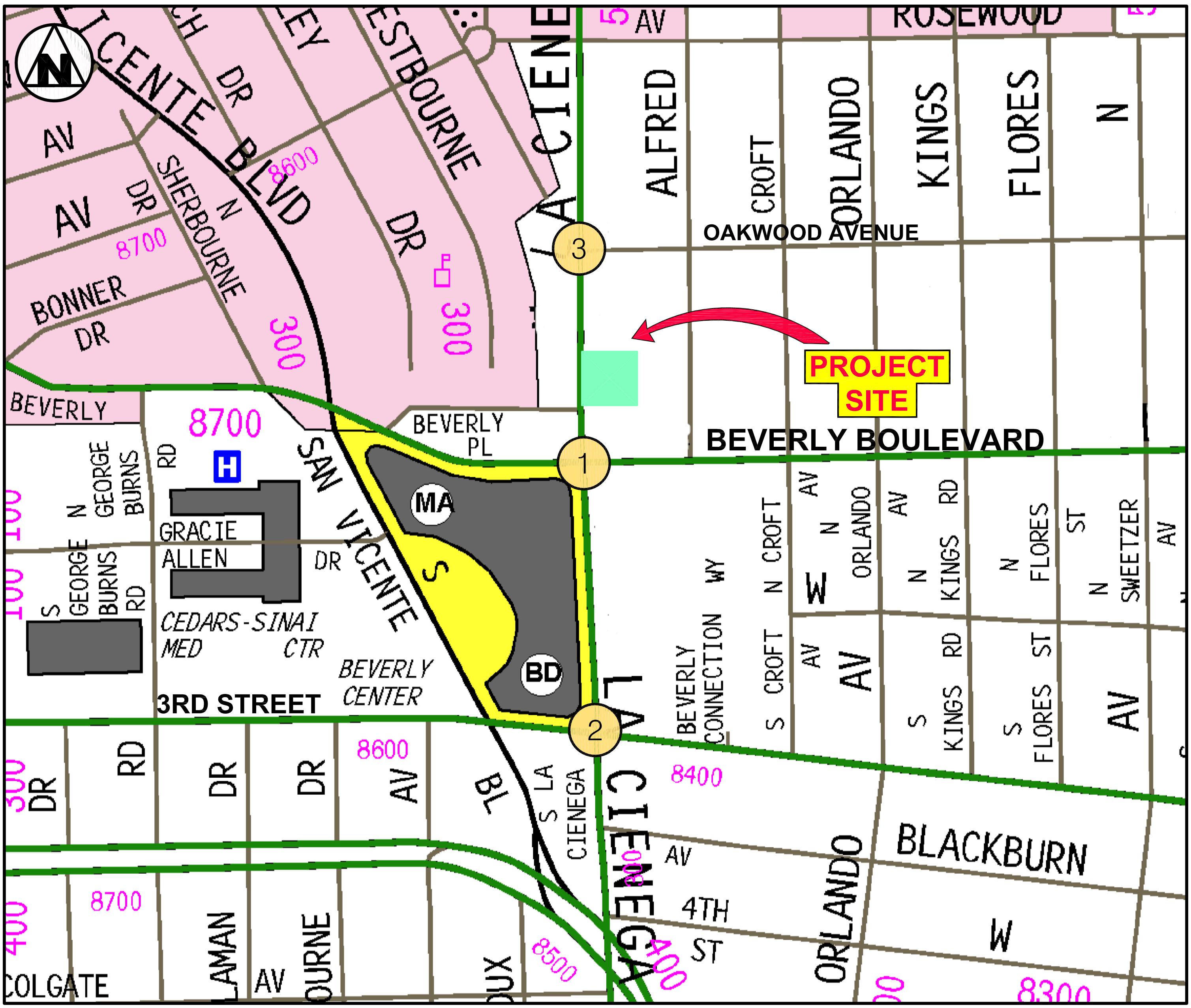


FIGURE 12

11/2019

FUTURE TRAFFIC VOLUME
WITHOUT PROJECT
AM PEAK HOUR

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

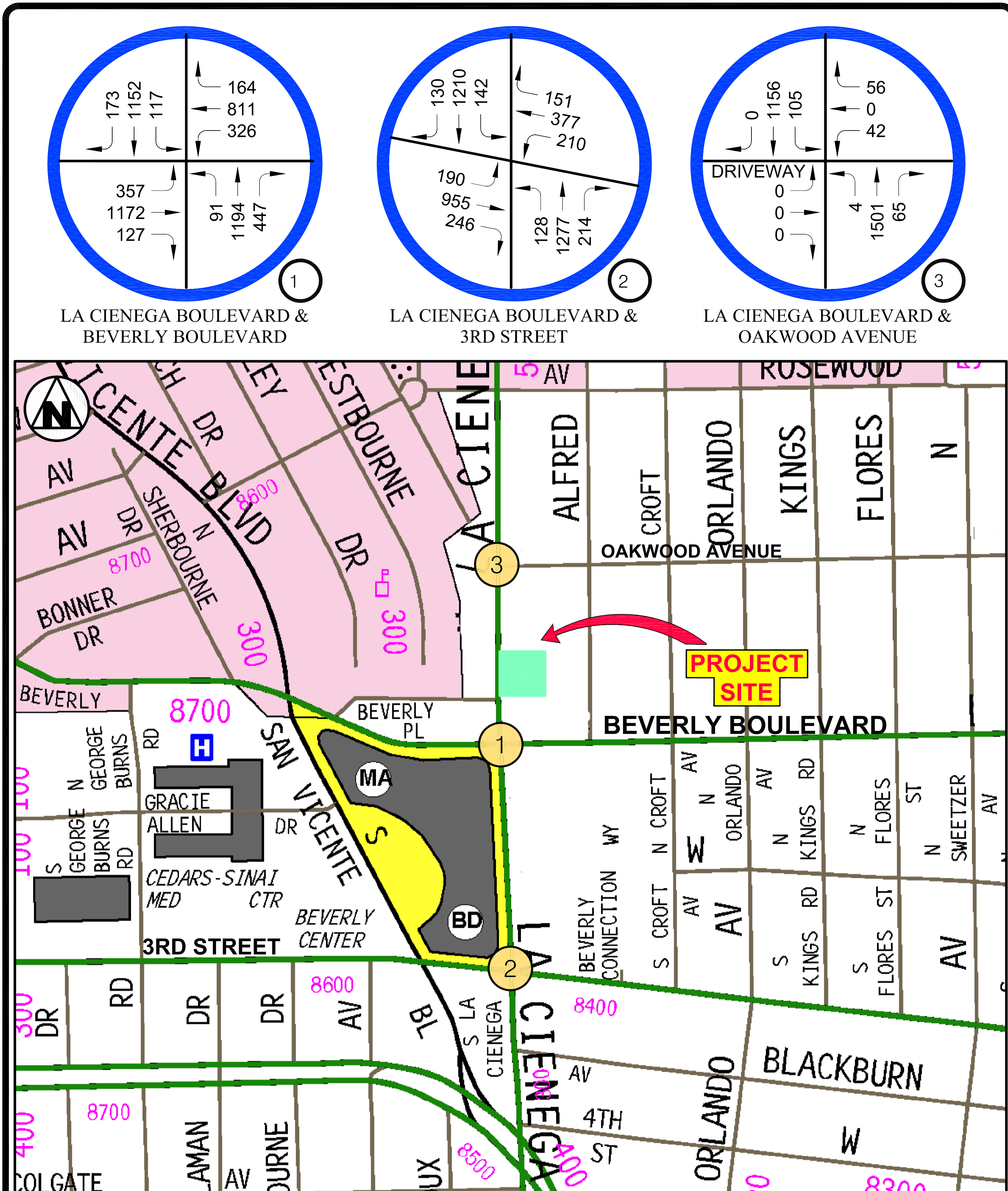


FIGURE 13

11/2019

FUTURE TRAFFIC VOLUME
WITHOUT PROJECT
PM PEAK HOUR

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

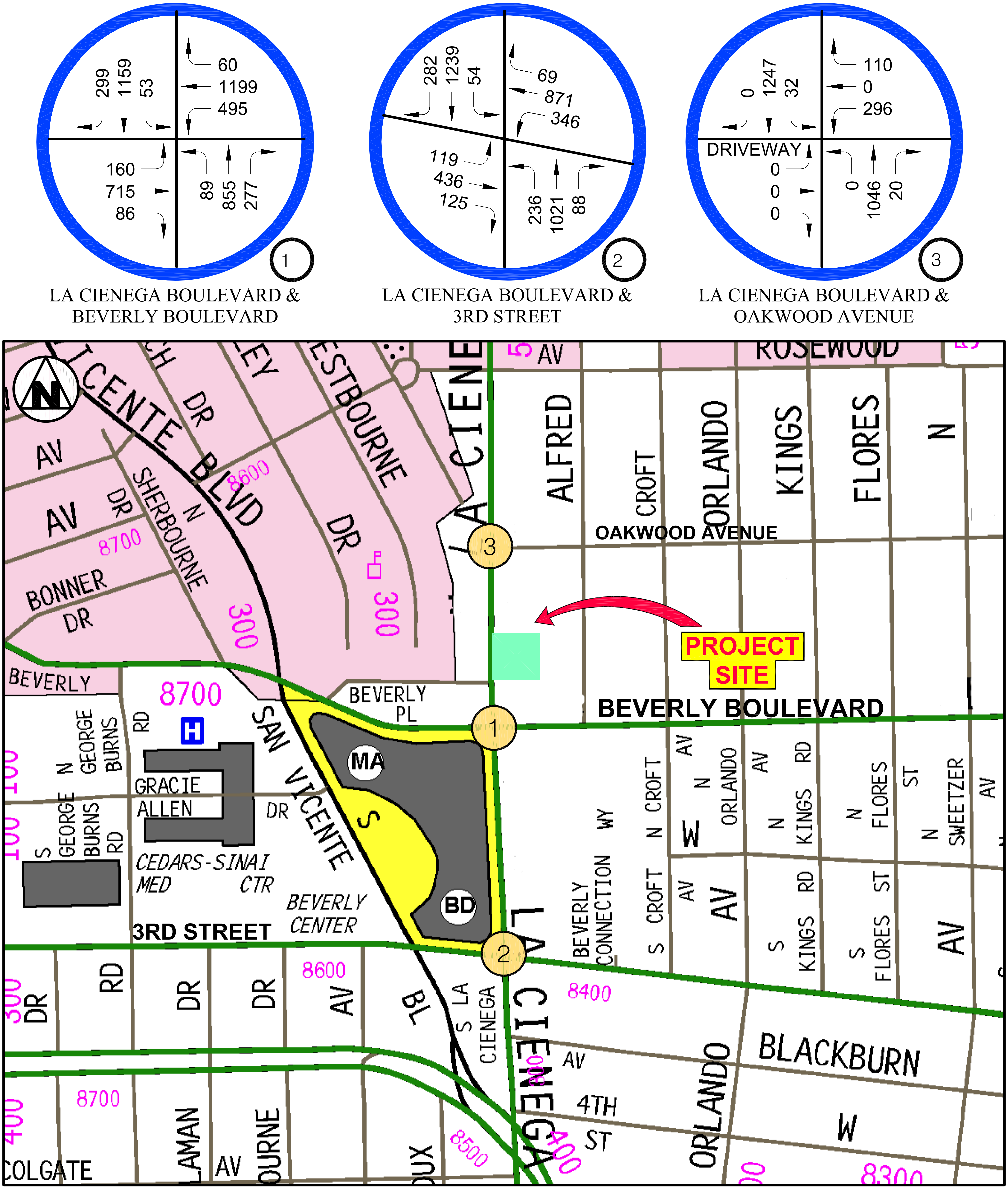


FIGURE 14

11/2019

FUTURE TRAFFIC VOLUME
WITH PROJECT
AM PEAK HOUR

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

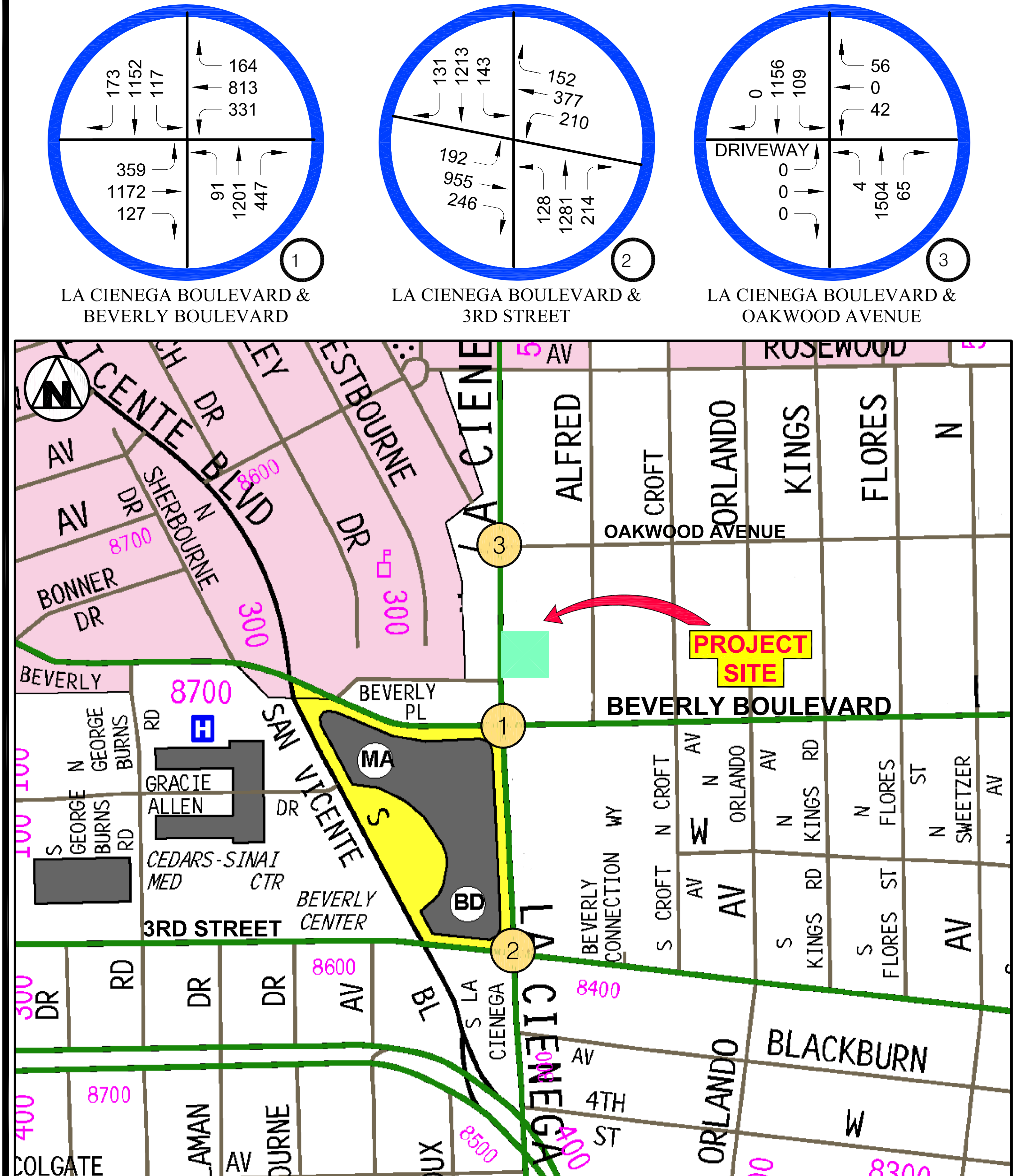


FIGURE 15

11/2019

FUTURE TRAFFIC VOLUME
WITH PROJECT
PM PEAK HOUR

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

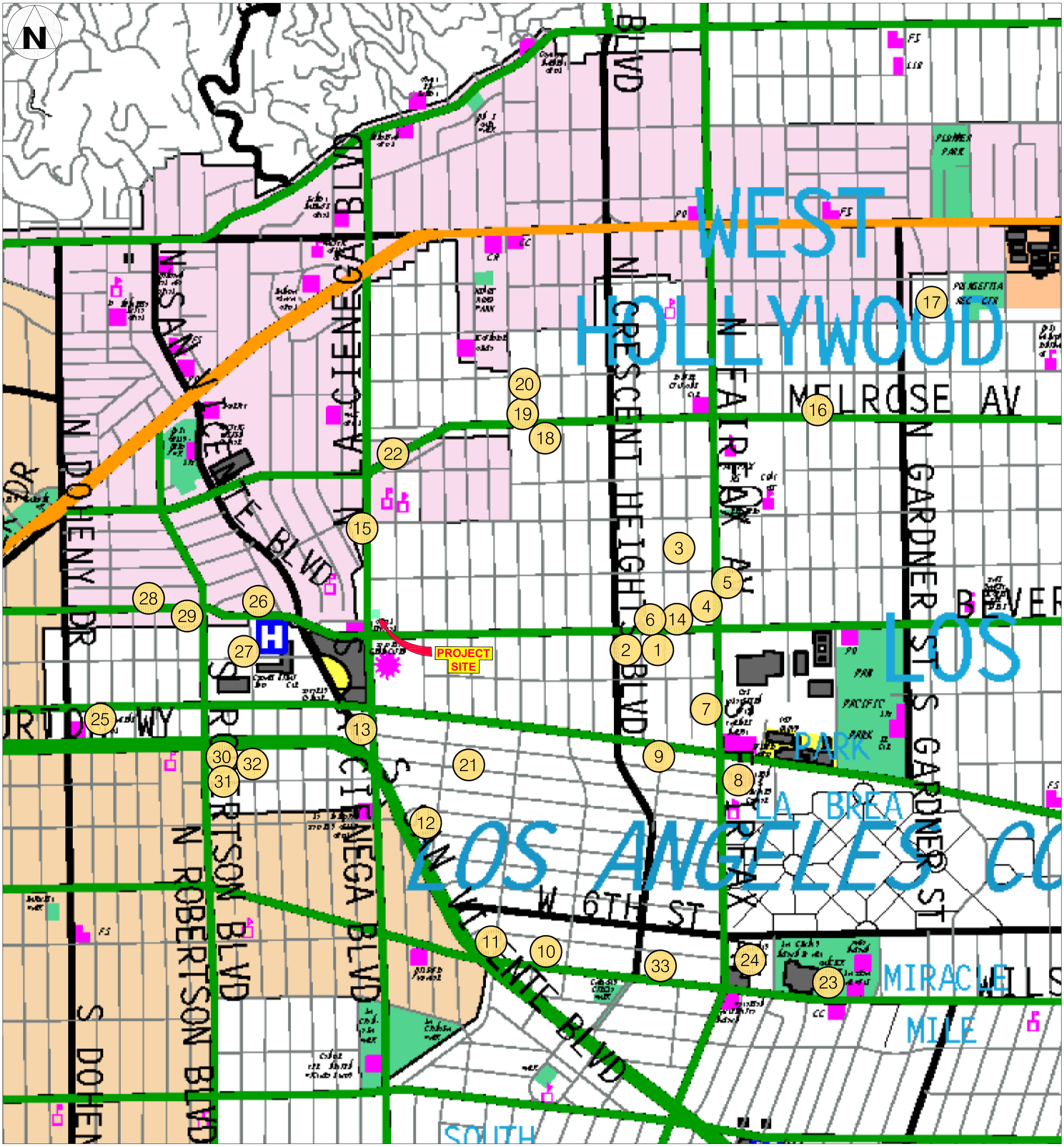


FIGURE 11

112019

RELATED PROJECT LOCATIONS

Overland Traffic Consultants, Inc.

952 Manhattan Beach Bl #100, Manhattan Beach, Ca 90266
(310) 930 - 3303, otc@overlandtraffic.com

#	Project	Size		Location	Daily Traffic	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hours In	PM Peak Hours Out	PM Peak Hours Total
1	Apartments	58	units	8000 W. Beverly Boulevard	726	15	35	50	40	17	57
	Retail	1,900	sf								
	Restaurant	5,500	sf								
2	Memory Care	20	beds	8070 W. Beverly Boulevard	335	22	11	33	12	30	42
	Assisted Living	48	beds								
	Independent Living	40	units								
	Medical Clinic	11,251	sf								
	Synagogue	5,061	sf								
3	Apartments	16	units	429 Hayworth Avenue	117	1	6	7	6	3	9
4	Apartments	71	units	7901 W. Beverly Boulevard	493	7	29	36	30	16	46
	Retail	11,454	sf								
5	Office	28,341	sf	320 N Fairfax Avenue	276	28	9	37	4	21	25
6	Office	11,260	sf	8001 W. Beverly Boulevard	1,947	91	68	159	78	55	133
	Restaurant	22,600	sf								
7	Apartments	45	units	105 S. Fairfax Avenue	377	22	5	27	18	12	30
	Retail	1,258	sf								
8	Apartments	381	units	6300 W. Third Street	667	48	141	189	75	(6)	69
	Retail net reduction	86,102	sf								
9	Apartments	50	units	8000 W. Third Street	428	9	17	26	23	13	36
	Retail	7,252	sf								
10	Apartments	112	units	6401 Wilshire Boulevard	691	11	29	40	33	26	59
	Retail	5,110	sf								
11	Medical Office	145,000	sf	650 S. San Vicente Boulevard	5,046	314	89	403	140	362	502
12	Apartments	54	units	488 S. San Vicente Boulevard	281	1	20	21	18	9	27
	Retail	65,855	sf								
13	Apartments	154	units	333 S La Cienega Boulevard	3,854	89	93	182	176	153	229
	Supermarket	26,000	sf								
	Restaurant	3,500	sf								
14	Apartments	57	units	7951 Beverly Boulevard	902	36	37	73	46	30	76
	Restaurant	6,294	sf								
	Retail	1,142	sf								
15	Apartments	72	units	431 La Cienega Boulevard	392	7	19	26	19	13	31

#	Project	Size		Location	Daily Traffic	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hours In	PM Peak Hours Out	PM Peak Hours Total
16	Apartments	24	units	7676 Melrose Avenue	377	5	11	16	17	16	33
	Retail	5,325	sf								
17	Apartments	14	units	941 N. Martel Avenue	102	1	5	6	5	3	8
18	Apartments	11	units	655 La Jolla Avenue	81	1	4	5	4	2	6
19	Condominiums	26	units	714 Sweetzer Avenue	190	3	9	12	9	6	15
20	Condominiums	49	units	728 Sweetzer Avenue	359	5	18	23	17	10	27
21	Condominiums	15	units	8326 Blackburn Avenue	110	2	5	7	5	3	8
22	Retail	7,166	sf	8465 Melrose Avenue	271	4	3	7	13	14	27
23	LACMA Renovation			5905 W. Wilshire Boulevard	668	43	2	45	15	53	68
	remove Museum Space	392,871	sf								
	replace Museum Space	368,300	sf								
24	Academy Museum of	5,000	Visitors	6067 W. Wilshire Boulevard	2,763	113	12	126	61	263	324
	Motion Pictures	135	Employees								
	Retail	3,000	sf								
	Restuarnt	6,000	sf								
25	Condominiums	59	units	9000 W. Third Street	320	5	16	21	16	10	26
26	Apartments	30	units								
	Office	3,416	sf	8713 Beverly Boulevard	303	9	15	24	22	20	42
	Retail	5,475	sf								
	Gallery	500	sf								
27	Medical Office	100	beds	8723 W. Alden Drive	1,181	79	34	113	47	83	130
28	Residential	81	units	8899 Beverly Boulevard	(129)	(69)	21	(48)	17	(54)	(37)
	Office	10,562	sf								
	Retail	19,875	sf								
	Restaurant	2,394	sf								
29	Residential	10	units	8816 Beverly Boulevard	959	47	18	65	31	54	85
	Office	25,575	sf								
	Retail	19,493	sf								
	Restaurant	1,860	sf								
30	Residential	38	units	412 - 418 S Robertson	207	3	10	13	10	7	17
31	Residential	37	units	426 S Robertson	206	3	10	13	10	6	16
32	Residential	37	units	411 S Hamel Road	206	3	10	13	10	6	16
33	Restaurant	4,535	sf	6245 Wilshire Boulevard	508	25	20	45	27	17	44

Level of Service Workheet

(Circular 212 Method)

I/S #:	North-South Street:	LA CIENEGA BL	Year of Count:	2018	Ambient Growth: (%):	1	Conducted by:	jto	Date:	11/1/2019
1	East-West Street:	BEVERLY BL	Projection Year:	2022	Peak Hour:	AM	Reviewed by:		Project:	320 N. La Cienega

	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-- / SB--	3 / 0	3 / 0	3 / 0	3 / 0	3 / 0
Right Turns: FREE-1, NRTOR-2 or OLA-3? EB-- / WB--	3 / 3	3 / 3	3 / 3	3 / 3	3 / 3
ATSAC-1 or ATSAC+ATCS-2?	2	2	2	2	2
Override Capacity	0	0	0	0	0

		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
NORTHBOUND	Left	79	1	79	0	79	79	7	89	1	89	0	89	1	89	0	89	1	89
	Left-Through		0							0				0				0	
	Through	805	2	403	2	807	404	15	853	2	427	2	855	2	428	0	855	2	428
	Through-Right		0							0				0				0	
	Right	253	1	13	0	253	8	14	277	1	9	0	277	1	5	0	277	1	5
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	33	1	33	0	33	33	19	53	1	53	0	53	1	53	0	53	1	53
	Left-Through		0							0				0				0	
	Through	1040	2	435	0	1040	435	77	1159	2	486	0	1159	2	486	0	1159	2	486
	Through-Right		1							1				1				1	
	Right	264	0	0	0	264	0	24	299	0	0	0	299	0	0	0	299	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	132	2	73	1	133	73	22	159	2	87	1	160	2	88	0	160	2	88
	Left-Through		0							0				0				0	
	Through	606	2	303	0	606	303	84	715	2	358	0	715	2	358	0	715	2	358
	Through-Right		0							0				0				0	
	Right	61	1	0	0	61	0	23	86	1	0	0	86	1	0	0	86	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	437	2	240	8	445	245	32	487	2	268	8	495	2	272	0	495	2	272
	Left-Through		0							0				0				0	
	Through	1070	2	535	2	1072	536	84	1197	2	599	2	1199	2	600	0	1199	2	600
	Through-Right		0							0				0				0	
	Right	42	1	9	0	42	9	16	60	1	7	0	60	1	7	0	60	1	7
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	

		Existing Condition	Existing Plus Project	Future Condition w/o Project	Future Condition w/ Project	Future w/ Project w/ Mitigation
CRITICAL VOLUMES	*North-South:*	514	514	575	575	575
	East-West:	608	609	686	688	688
	SUM:	1122	1123	1261	1263	1263
VOLUME/CAPACITY *(V/C)* RATIO:		0.816	0.817	0.917	0.919	0.919
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.716	0.717	0.817	0.819	0.819
LEVEL OF SERVICE (LOS):		C	C	D	D	D

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:	LA CIENEGA BL	Year of Count:	2018	Ambient Growth: (%):	1	Conducted by:	jto	Date:	11/1/2019
1	East-West Street:	BEVERLY BL	Projection Year:	2022	Peak Hour:	PM	Reviewed by:		Project:	320 N. La Cienega

	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 EB-- 3 WB-- 3	NB-- 3 SB-- 0 EB-- 3 WB-- 3	NB-- 3 SB-- 0 EB-- 3 WB-- 3	NB-- 3 SB-- 0 EB-- 3 WB-- 3	NB-- 3 SB-- 0 EB-- 3 WB-- 3
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	82	1	82	0	82	82	6	91	1	91	0	91	1	91	0	91	1	91
	Left-Through		0							0				0				0	
	Through	1104	2	552	7	1111	556	45	1194	2	597	7	1201	2	601	0	1201	2	601
	Through-Right		0							0				0				0	
	Right	417	1	257	0	417	254	13	447	1	268	0	447	1	265	0	447	1	265
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	99	1	99	0	99	99	14	117	1	117	0	117	1	117	0	117	1	117
	Left-Through		0							0				0				0	
	Through	1021	2	387	0	1021	387	90	1152	2	442	0	1152	2	442	0	1152	2	442
	Through-Right		1							1				1				1	
	Right	141	0	0	0	141	0	26	173	0	0	0	173	0	0	0	173	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	316	2	174	2	318	175	28	357	2	196	2	359	2	197	0	359	2	197
	Left-Through		0							0				0				0	
	Through	1038	2	519	0	1038	519	92	1172	2	586	0	1172	2	586	0	1172	2	586
	Through-Right		0							0				0				0	
	Right	100	1	18	0	100	18	23	127	1	36	0	127	1	36	0	127	1	36
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	291	2	160	5	296	163	23	326	2	179	5	331	2	182	0	331	2	182
	Left-Through		0							0				0				0	
	Through	707	2	354	2	709	355	75	811	2	406	2	813	2	407	0	813	2	407
	Through-Right		0							0				0				0	
	Right	147	1	48	0	147	48	11	164	1	47	0	164	1	47	0	164	1	47
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	

	Existing Condition	Existing Plus Project	Future Condition W/O Project	Future Condition W/ Project	Future W/ Project W/ Mitigation
CRITICAL VOLUMES — *North-South:*	651	655	714	718	718
East-West:	679	682	765	768	768
SUM:	1330	1337	1479	1486	1486
VOLUME/CAPACITY *(V/C)* RATIO:	0.967	0.972	1.076	1.081	1.081
V/C LESS ATSAC/ATCS ADJUSTMENT:	0.867	0.872	0.976	0.981	0.981
LEVEL OF SERVICE (LOS):	D	D	E	E	E

PROJECT IMPACT

Change in *v/c* due to project: 0.005 ∆*v/c* after mitigation: 0.005

Significant impacted? NO Fully mitigated? N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	LA CIENEGA BL	Year of Count:	2019	Ambient Growth: (%):	1	Conducted by:	jto	Date:	11/1/2019
2	East-West Street:	3RD STREET	Projection Year:	2022	Peak Hour:	AM	Reviewed by:		Project:	320 N. La Cienega

	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 EB-- 3 WB-- 0	NB-- 0 SB-- 0 EB-- 3 WB-- 0	NB-- 0 SB-- 0 EB-- 3 WB-- 0	NB-- 0 SB-- 0 EB-- 3 WB-- 0	NB-- 0 SB-- 0 EB-- 3 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	223	2	**123**	0	223	**123**	6	236	2	**130**	0	236	2	**130**	0	236	2	**130**
	Left-Through		0							0				0				0	
	Through	961	2	349	1	962	349	30	1020	2	369	1	1021	2	370	0	1021	2	370
	Through-Right		1							1				1				1	
	Right	85	0	0	0	85	0	0	88	0	0	0	88	0	0	0	88	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	50	2	28	2	52	29	0	52	2	29	2	54	2	30	0	54	2	30
	Left-Through		0							0				0				0	
	Through	1089	2	**453**	4	1093	**455**	113	1235	2	**505**	4	1239	2	**507**	0	1239	2	**507**
	Through-Right		1							1				1				1	
	Right	271	0	0	2	273	0	1	280	0	0	2	282	0	0	0	282	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	107	1	**107**	1	108	**108**	8	118	1	**118**	1	119	1	**119**	0	119	1	**119**
	Left-Through		0							0				0				0	
	Through	410	2	205	0	410	205	14	436	2	218	0	436	2	218	0	436	2	218
	Through-Right		0							0				0				0	
	Right	77	1	0	0	77	0	46	125	1	0	0	125	1	0	0	125	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	334	1	334	0	334	334	2	346	1	346	0	346	1	346	0	346	1	346
	Left-Through		0							0				0				0	
	Through	839	1	**453**	0	839	**453**	7	871	1	**470**	0	871	1	**470**	0	871	1	**470**
	Through-Right		1							1				1				1	
	Right	67	0	0	0	67	0	0	69	0	0	0	69	0	0	0	69	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	

	Existing Condition	Existing Plus Project	Future Condition W/O Project	Future Condition W/ Project	Future W/ Project W/ Mitigation
CRITICAL VOLUMES — *North-South:*	576	578	635	637	637
East-West:	560	561	588	589	589
SUM:	1136	1139	1223	1226	1226
VOLUME/CAPACITY *(V/C)* RATIO:	0.826	0.828	0.889	0.892	0.892
V/C LESS ATSAC/ATCS ADJUSTMENT:	0.726	0.728	0.789	0.792	0.792
LEVEL OF SERVICE (LOS):	C	C	C	C	C

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:	LA CIENEGA BL	Year of Count:	2019	Ambient Growth: (%):	1	Conducted by:	jto	Date:	11/1/2019
2	East-West Street:	3RD STREET	Projection Year:	2022	Peak Hour:	PM	Reviewed by:		Project:	320 N. La Cienega

	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 *EB--* 3 *WB--* 0	*NB--* 0 *SB--* 0 *EB--* 3 *WB--* 0	*NB--* 0 *SB--* 0 *EB--* 3 *WB--* 0	*NB--* 0 *SB--* 0 *EB--* 3 *WB--* 0	*NB--* 0 *SB--* 0 *EB--* 3 *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	120	2	66	0	120	66	4	128	2	70	0	128	2	70	0	128	2	70
	Left-Through		0							0				0				0	
	Through	1185	2	**464**	4	1189	**466**	56	1277	2	**497**	4	1281	2	**498**	0	1281	2	**498**
	Through-Right		1							1				1				1	
	Right	208	0	0	0	208	0	0	214	0	0	0	214	0	0	0	214	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	138	2	**76**	1	139	**76**	0	142	2	**78**	1	143	2	**79**	0	143	2	**79**
	Left-Through		0							0				0				0	
	Through	1091	2	403	3	1094	405	86	1210	2	447	3	1213	2	448	0	1213	2	448
	Through-Right		1							1				1				1	
	Right	119	0	0	1	120	0	7	130	0	0	1	131	0	0	0	131	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	175	1	175	2	177	177	10	190	1	190	2	192	1	192	0	192	1	192
	Left-Through		0							0				0				0	
	Through	911	2	**456**	0	911	**456**	16	955	2	**478**	0	955	2	**478**	0	955	2	**478**
	Through-Right		0							0				0				0	
	Right	194	1	128	0	194	128	46	246	1	176	0	246	1	176	0	246	1	176
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	200	1	**200**	0	200	**200**	4	210	1	**210**	0	210	1	**210**	0	210	1	**210**
	Left-Through		0							0				0				0	
	Through	351	1	249	0	351	250	15	377	1	264	0	377	1	265	0	377	1	265
	Through-Right		1							1				1				1	
	Right	147	0	0	1	148	0	0	151	0	0	1	152	0	0	0	152	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	

CRITICAL VOLUMES	Existing Condition	Existing Plus Project	Future Condition W/O Project	Future Condition W/ Project	Future W/ Project W/ Mitigation
North-South:	540	542	575	577	577
East-West:	656	656	688	688	688
SUM:	1196	1198	1263	1265	1265
VOLUME/CAPACITY *(V/C)* RATIO:	0.870	0.871	0.919	0.920	0.920
V/C LESS ATSAC/ATCS ADJUSTMENT:	0.770	0.771	0.819	0.820	0.820
LEVEL OF SERVICE (LOS):	C	C	D	D	D

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:	LA CIENEGA BL	Year of Count:	2018	Ambient Growth: (%):	1	Conducted by:	jto	Date:	11/1/2019
3	East-West Street:	OAKWOOD AVE	Projection Year:	2022	Peak Hour:	AM	Reviewed by:		Project:	320 N. La Cienega

	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
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 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 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	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
Left-Through		0							0				0				0	
Through	952	2	476	4	956	478	51	1042	2	521	4	1046	2	523	0	1046	2	523
Through-Right		0							0				0				0	
Right	19	1	19	0	19	19	0	20	1	20	0	20	1	20	0	20	1	20
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	30	1	30	1	31	31	0	31	1	31	1	32	1	32	0	32	1	32
Left-Through		0							0				0				0	
Through	1097	2	549	0	1097	549	105	1247	2	624	0	1247	2	624	0	1247	2	624
Through-Right		0							0				0				0	
Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through		0							0				0				0	
Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Through-Right		0							0				0				0	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		1							1				1				1	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	284	0	284	0	284	284	0	296	0	296	0	296	0	296	0	296	0	296
Left-Through		0							0				0				0	
Through	0	0	390	0	0	390	0	0	0	406	0	0	0	406	0	0	0	406
Through-Right		0							0				0				0	
Right	106	0	0	0	106	0	0	110	0	0	0	110	0	0	0	110	0	0
Left-Through-Right		1							1				1				1	
Left-Right		0							0				0				0	

	EXISTING CONDITION	EXISTING PLUS PROJECT	FUTURE CONDITION W/O PROJECT	FUTURE CONDITION W/ PROJECT	FUTURE W/ PROJECT W/ MITIGATION
CRITICAL VOLUMES *North-South:*	549	549	624	624	624
East-West:	390	390	406	406	406
SUM:	939	939	1030	1030	1030
VOLUME/CAPACITY *(V/C)* RATIO:	0.626	0.626	0.687	0.687	0.687
V/C LESS ATSAC/ATCS ADJUSTMENT:	0.526	0.526	0.587	0.587	0.587
LEVEL OF SERVICE (LOS):	A	A	A	A	A

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*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:	LA CIENEGA BL	Year of Count:	2018	Ambient Growth: (%):	1	Conducted by:	jto	Date:	11/1/2019
3	East-West Street:	OAKWOOD AVE	Projection Year:	2022	Peak Hour:	PM	Reviewed by:		Project:	320 N. La Cienega

	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
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 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 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	4	1	4	0	4	4	0	4	1	4	0	4	1	4	0	4	1	4
	Left-Through		0							0				0				0	
	Through	1366	2	683	3	1369	685	80	1501	2	751	3	1504	2	752	0	1504	2	752
	Through-Right		0							0				0				0	
	Right	62	1	62	0	62	62	0	65	1	65	0	65	1	65	0	65	1	65
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	101	1	101	4	105	105	0	105	1	105	4	109	1	109	0	109	1	109
	Left-Through		0							0				0				0	
	Through	1030	2	515	0	1030	515	84	1156	2	578	0	1156	2	578	0	1156	2	578
	Through-Right		0							0				0				0	
	Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	40	0	40	0	40	40	0	42	0	42	0	42	0	42	0	42	0	42
	Left-Through		0							0				0				0	
	Through	0	0	94	0	0	94	0	0	0	98	0	0	0	98	0	0	0	98
	Through-Right		0							0				0				0	
	Right	54	0	0	0	54	0	0	56	0	0	0	56	0	0	0	56	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	

	Existing Condition	Existing Plus Project	Future Condition W/O Project	Future Condition W/ Project	Future W/ Project W/ Mitigation
CRITICAL VOLUMES — *North-South:*	784	790	856	861	861
CRITICAL VOLUMES — *East-West:*	94	94	98	98	98
CRITICAL VOLUMES — *SUM:*	878	884	954	959	959
VOLUME/CAPACITY *(V/C)* RATIO:	0.585	0.589	0.636	0.639	0.639
V/C LESS ATSAC/ATCS ADJUSTMENT:	0.485	0.489	0.536	0.539	0.539
LEVEL OF SERVICE (LOS):	A	A	A	A	A

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

FORM GEN. 160A (Rev. 1/82)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

320 N La Cienega Blvd
DOT Case No. CEN 19-48031

Date: March 9, 2020

To: Debbie Lawrence, Senior City Planner
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **UPDATED TRANSPORTATION IMPACT ANALYSIS FOR THE PROPOSED MIXED-USE DEVELOPMENT LOCATED AT 316-320 NORTH LA CIENEGA BOULEVARD**

On May 13, 2019, the Department of Transportation (DOT) issued a traffic assessment report to the Department of City Planning on the proposed mixed-use project located at 316-320 North La Cienega Boulevard. However, subsequent to the release of this report, on July 30, 2019, pursuant to Senate Bill (SB) 743 and the recent changes to Section 15064.3 of the State's California Environmental Quality Act (CEQA) Guidelines, the City of Los Angeles adopted vehicle miles traveled (VMT) as the criteria by which to determine transportation impacts under CEQA. Therefore, in response to this action the applicant submitted a VMT analysis for the proposed project in addition to the previous analysis submitted on February 2019. Therefore, please replace the previous May 13, 2019 DOT assessment, in its entirety, with this report which addresses the totality of the transportation analysis.

The Department of Transportation (DOT) has reviewed the supplemental traffic analysis, dated November 13, 2019, prepared by Overland Traffic Consultants, Inc. for the mixed-use project located at 316-320 North La Cienega Boulevard. In compliance with Senate Bill 743 and the California Environmental Quality Act (CEQA), a vehicle miles traveled (VMT) analysis is required to identify the project's ability to promote the reduction of green-house gas emissions, access to diverse land-uses, and the development of multi-modal networks. The significance of a project's impact in this regard is measured against the VMT thresholds established in DOT's Transportation Assessment Guidelines (TAG), as described below.

DISCUSSION AND FINDINGS

A. <u>Project Description</u>

The updated proposed project will construct a six-story, mixed-use development with 56 market rate apartment units, five affordable apartment units and 4,097 square feet (sf) of ground floor commercial space. The project will remove the existing commercial use structures on-site.

Vehicle access to the parking and service loading area will be accommodated by the east-west alley bordering the southern boundary of the project site. The project will incorporate regulatory compliance measures under the Transit Oriented Community (TOC) Program and Zoning Code to include Transportation Demand Management (TDM) strategies project features, such as unbundled parking and bicycle parking illustrated in **Attachment 1**. The project is expected to be completed by 2022.

B. CEQA Screening Threshold

Prior to accounting for trip reductions resulting from the application of Transportation Demand Management (TDM) Strategies, a trip generation analysis was conducted to determine if the project would exceed 250 daily vehicle trips screening threshold. Using the City of Los Angeles VMT Calculator tool, which draws upon trip rate estimates published in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition as well as applying trip generation adjustments when applicable, based on sociodemographic data and the built environment factors of the project's surroundings, it was determined that the project **does** exceed the net 250 daily vehicle trips threshold.

C. Transportation Impacts

On July 30, 2019, pursuant to SB 743 and the recent changes to Section 15064.3 of the State's CEQA Guidelines, the City of Los Angeles adopted VMT as a criteria in determining transportation impacts under CEQA. The new DOT TAG provide instructions on preparing transportation assessments for land use proposals and defines the significant impact thresholds.

The DOT VMT Calculator tool measures project impact in terms of Household VMT per Capita and Work VMT per Employee. DOT identified distinct thresholds for significant VMT impacts for each of the seven Area Planning Commission (APC) areas in the City. For the Central APC area, in which the project is located, the following thresholds have been established:

- Household VMT per Capita: 6.0
- Work VMT per Employee: 7.6

As cited in the VMT Analysis report, prepared by Overland Traffic Consultants, Inc. the VMT projections for the proposed project are 6.0 and 7.4 for the Household and Work VMT's respectively. Therefore, it is concluded that implementation of the Project would have a less than significant Household and Work VMT impact. A copy of the VMT Calculator summary reports is provided as **Attachment 2** to this report.

D. Safety, Access and Circulation

During the preparation of the new CEQA guidelines, the State's Office of Planning and Research stressed that lead agencies can continue to apply traditional operational analysis requirements to inform land use decisions provided that such analyses were outside of the CEQA process. The authority for requiring non-CEQA transportation analysis and requiring improvements to address potential circulation deficiencies, lies in the City of Los Angeles' Site Plan Review authority as established in Section 16.05 of the Los Angeles Municipal Code (LAMC). Therefore, DOT continues to require and review a project's site access, circulation, and operational plan to determine if any access enhancements, transit amenities, intersection improvements, traffic signal upgrades, neighborhood traffic calming, or other improvements are needed. In accordance with this authority, the project has completed a circulation analysis using a "level of service" screening methodology that indicates that the trips generated by the proposed development will not likely result in adverse circulation conditions at several locations. DOT has reviewed this analysis and determined that it adequately discloses operational concerns. A copy of the circulation analysis table that summarizes these potential deficiencies is provided as **Attachment 3** to this report.

PROJECT REQUIREMENTS

A. Highway Dedication and Street Widening Requirements

Per the new Mobility Element of the General Plan, **La Cienega Boulevard** has been designated as an Avenue I, which would require a 35-foot half-width roadway within a 50-foot half-width right-of-way. The applicant should check with BOE's Land Development Group to determine the specific highway dedication, street widening and/or sidewalk requirements for this project.

B. Worksite Traffic Control Requirements

DOT recommends that a construction work site traffic control plan be submitted to DOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. Refer to http://ladot.lacity.org/what-we-do/plan-review to determine which section to coordinate review of the work site traffic control plan. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that all construction related truck traffic be restricted to off-peak hours to the extent feasible.

C. Parking Requirements

The project will provide 77 vehicular parking spaces, located within the subterranean parking facility and ground level. The will provide 64 bicycle parking spaces, 56 long-term and 8 short-term. The applicant should also check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

D. Project Access and Circulation

The proposed site plan illustrated in **Attachment 4** is acceptable to DOT; however, review of the study does not constitute approval of internal circulation schemes and driveway dimensions. Those require separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section 201 N. Figueroa Street, 5th Floor, Room 550, at (213) 482-7024. Any changes to the project's site access, circulation scheme, or loading/unloading area after issuance of this report would require separate review and approval and should be coordinated as well. In order to minimize potential building design changes, the applicant should contact DOT for driveway width and internal circulation requirements so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans.

E. Development Review Fees

Section 19.15 of the Los Angeles Municipal Code identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Eduardo Hermoso of my staff (213) 482-7024.

Attachments

J:\Letters\2020\CEN19-48031_320 La Cienega Bl_vmt update_ltr.docx

c: Hagu-Solomon Cary, Council District No. 5
Rudy Guevara, Western District, DOT
Taimour Tanavoli, Case Management Office, DOT
Matthew Masuda, Central District, BOE
Jerry Overland, Overland Traffic Consultants, Inc.

Attachment 1

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: November 12, 2019
Project Name:
Project Scenario: Project
Project Address: 316 N LA CIENEGA BLVD, 90048

Version 1.0

TDM Strategy Inputs

Strategy Type		*Description*	*Proposed Project*	*Mitigations*
Parking	*Reduce parking supply*	*City code parking provision (spaces)*	*0*	*0*
		Actual parking provision (spaces)	*0*	*0*
	Unbundle parking	Monthly cost for parking ($)	$115	$115
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

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

(cont. on following page)

TDM Strategy Inputs, Cont.

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

(cont. on following page)

TDM Strategy Inputs, Cont.

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

Attachment 2

CITY OF LOS ANGELES VMT CALCULATOR Version 1.1

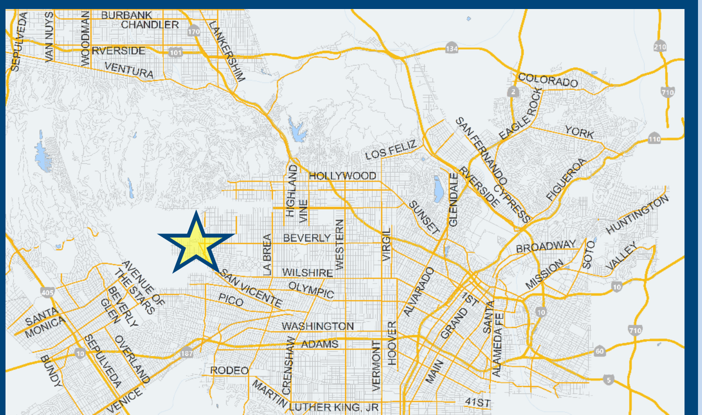
Project Information

Project:

Scenario: Project

Address: 316 N LA CIENEGA BLVD, 90048

WWW



Land Use Type	Value	Unit
Retail | General Retail	4.097	ksf
Housing | Multi-Family	56	DU
Retail | General Retail	4.097	ksf
Housing | Affordable Housing - Family	5	DU

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

TDM Strategies

Select each section to show individual strategies

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

A Parking

Reduce Parking Supply

- 77 city code parking provision for the project site
- 77 actual parking provision for the project site

☐ Proposed Prj ☐ Mitigation

Unbundle Parking

- 115 monthly parking cost (dollar) for the project site

☑ Proposed Prj ☐ Mitigation

Parking Cash-Out

- 50 percent of employees eligible

☐ Proposed Prj ☐ Mitigation

Price Workplace Parking

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

☐ Proposed Prj ☐ Mitigation

Residential Area Parking Permits

- 200 cost (dollar) of annual permit

☐ Proposed Prj ☐ Mitigation

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

	Proposed Project	With Mitigation
Daily Vehicle Trips	326	326
Daily VMT	1,973	1,973
Household VMT per Capita	6.0	6.0
Work VMT per Employee	7.4	7.4

Significant VMT Impact?

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

Measuring the Miles

11/12/2019

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: November 12, 2019
Project Name:
Project Scenario: Project
Project Address: 316 N LA CIENEGA BLVD, 90048

Version 1.0

Project Information

Land Use Type		Value	Units
Housing	Single Family	0	DU
	Multi Family	56	DU
	Townhouse	0	DU
	Hotel	0	Rooms
	Motel	0	Rooms
Affordable Housing	Family	5	DU
	Senior	0	DU
	Special Needs	0	DU
	Permanent Supportive	0	DU
Retail	General Retail	4.097	ksf
	Furniture Store	0.000	ksf
	Pharmacy/Drugstore	0.000	ksf
	Supermarket	0.000	ksf
	Bank	0.000	ksf
	Health Club	0.000	ksf
	High-Turnover Sit-Down Restaurant	0.000	ksf
	Fast-Food Restaurant	0.000	ksf
	Quality Restaurant	0.000	ksf
	Auto Repair	0.000	ksf
	Home Improvement Superstore	0.000	ksf
	Free-Standing Discount	0.000	ksf
	Movie Theater	0	Seats
Office	General Office	0	ksf
	Medical Office	0.000	ksf
Industrial	Light Industrial	0.000	ksf
	Manufacturing	0.000	ksf
	Warehousing/Self-Storage	0.000	ksf
School	University	0	Students
	High School	0	Students
Other		0	Trips

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: November 12, 2019
Project Name:
Project Scenario: Project
Project Address: 316 N LA CIENEGA BLVD, 90048

Version 1.0

Analysis Results

Total Employees: *8*
Total Population: *142*

Proposed Project		***With Mitigation***	
326	**Daily Vehicle Trips**	**326**	**Daily Vehicle Trips**
1,973	**Daily VMT**	**1,973**	**Daily VMT**
6	**Household VMT per Capita**	**6**	**Household VMT per Capita**
7.4	**Work VMT per Employee**	**7.4**	**Work VMT per Employee**

Significant VMT Impact?

APC: Central

Impact Threshold: 15% Below APC Average
Household = 6.0
Work = 7.6

Proposed Project		***With Mitigation***	
VMT Threshold	***Impact***	***VMT Threshold***	***Impact***
Household > 6.0	No	*Household > 6.0*	No
Work > 7.6	No	*Work > 7.6*	No

Overland Traffic Consultants, Inc.

Analysis of Future Project Traffic Conditions

Future traffic volumes have been developed to analyze future traffic conditions after completion of the project. The project's traffic affect has been calculated by adding the project traffic volumes to the existing traffic and future cumulative traffic volume with updated cumulative projects and 2022 study year.

The tables below show that the project's traffic will not change the LOS or significantly add to any circulation deficiencies in the area.

Table 3
Existing + Project Traffic Conditions

			Existing		Existing + Project			
No.	Intersection	Peak Hour	CMA	LOS	CMA	LOS	CHANGE	
1	La Cienega Boulevard &	AM	0.716	C	0.717	C	+	0.001
	Beverly Boulevard	PM	0.867	D	0.872	D	+	0.005
2	La Cienega Boulevard &	AM	0.726	C	0.728	C	+	0.002
	Third Street	PM	0.770	C	0.771	C	+	0.001
3	La Cienega Boulevard &	AM	0.526	A	0.526	A	+	0.000
	Oakwood Avenue	PM	0.485	A	0.489	A	+	0.004

Table 4
Future Cumulative + Project Traffic Conditions

			Future (2022) Without Project		Future (2022) With Project			
No.	Intersection	Peak Hour	CMA	LOS	CMA	LOS	CHANGE	
1	La Cienega Boulevard &	AM	0.817	D	0.819	D	+	0.002
	Beverly Boulevard	PM	0.976	E	0.981	E	+	0.005
2	La Cienega Boulevard &	AM	0.789	C	0.792	C	+	0.003
	Third Street	PM	0.819	D	0.820	D	+	0.001
3	La Cienega Boulevard &	AM	0.587	A	0.587	A	+	0.000
	Oakwood Avenue	PM	0.536	A	0.539	A	+	0.003

Updated cumulative traffic volume figures and projects list / map from the previous study are provided in Attachment C.

Attachment 4

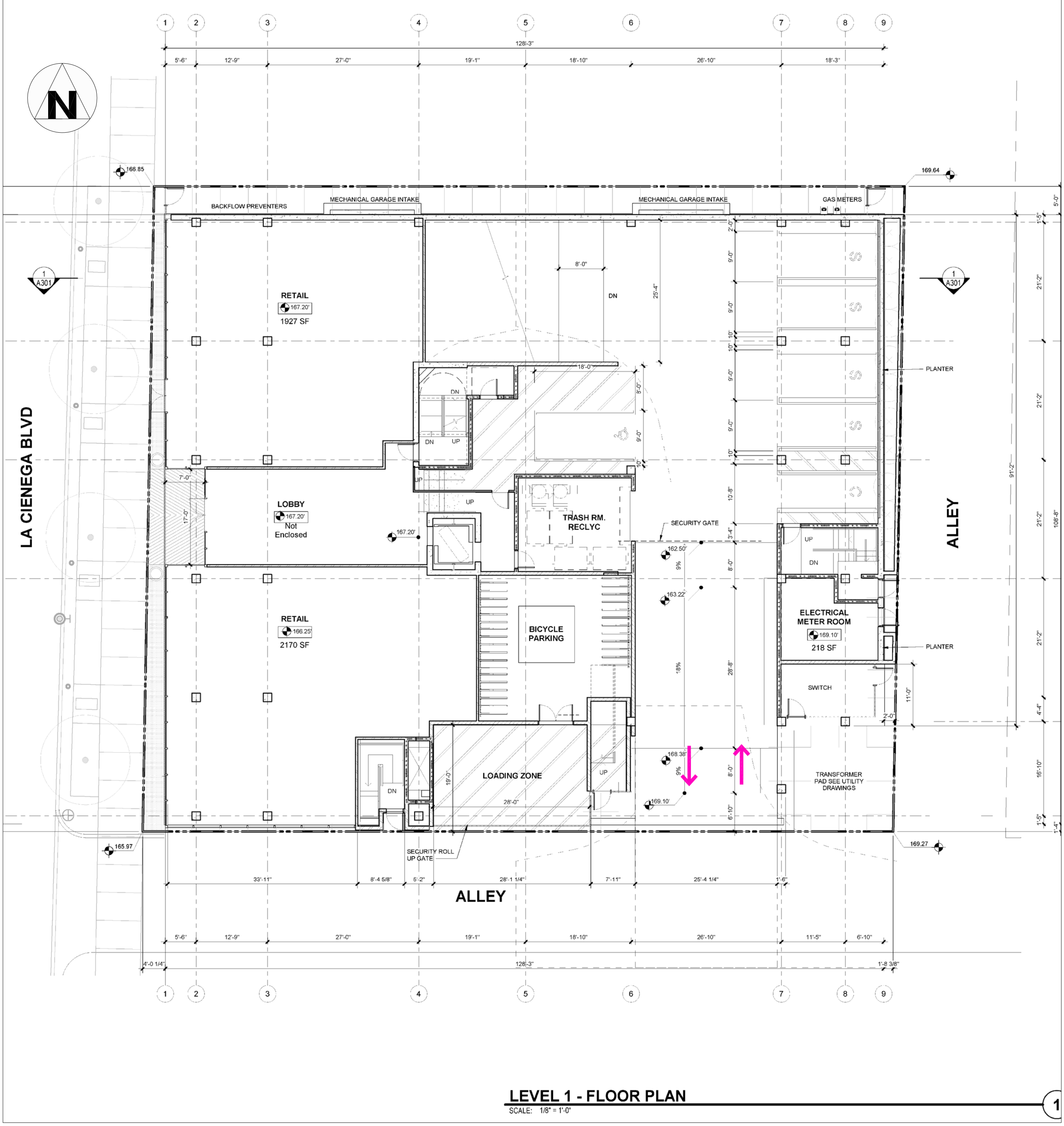


FIGURE 2a

10/2019

PROJECT SITE PLAN
GROUND LEVEL

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

Exhibit C

HCIDLA Determination Letter

Los Angeles
HOUSING+COMMUNITY
Investment Department

Eric Garcetti, Mayor
Rushmore D. Cervantes, General Manager

DATE: December 19, 2018

TO: Beverly La Cienega, LLC, a California limited liability company (Owner)

FROM: Marites Cunanan, Senior Management Analyst I
Los Angeles Housing and Community Investment Department

SUBJECT: **AB 2556 (TOC) Determination for**
316-324 North La Cienega Boulevard, CA 90048

Based on the Affordable Unit Determination Application submitted by Beverly La Cienega, LLC, a California limited liability company (Owner), the Los Angeles Housing and Community Investment Department (HCIDLA) has determined that no units are subject to replacement under AB 2556 (formerly AB 2222).

Information about the existing property for the five years prior to the date of the application is required in order to make a determination. HCIDLA received the Affordable Unit Determination on November 9, 2018, so HCIDLA must collect data from November 2013 to November 2018.

Beverly La Cienega, LLC, a California limited liability company (Owner), acquired the properties 318-324 North La Cienega Boulevard under APN # 5514-012-008 and the property 316 North La Cienega Boulevard under APN # 5514-012-009 on November 10, 2010 per Grant Deed.

Per Department of City Planning (ZIMAS), County Assessor Parcel Information (LUPAMS), Real Quest database, Billing Information System (BIMS) database, Code, Compliance, and Rent Information (CRIS) database, Internet Search, Rent Stabilization Ordinance Unit (RSO), the properties 318-324 North La Cienega Boulevard under APN # 5514-012-008 have a use code of "1100 – Commercial/Store" and the property 316 North La Cienega Boulevard under APN # 5514-012-009 has a use code of "100V – Residential/Vacant Land".

The Los Angeles Department of Building and Safety database indicates that the Owner has not applied for a New Building Permit nor a Demolition Permit for the project.

Per the statement received by HCIDLA on November 9, 2018, the Owner plans to construct a seven (7) story residential apartment building consisting of fifty-six (56) units pursuant to Transit Oriented Communities (TOC) guidelines.

AB 2556 does not apply to commercial properties, therefore no AB 2556 replacement affordable units are required. Please note that this AB 2556 determination will also apply if the proposed project is DB.

NOTE: This determination is provisional and subject to verification by HCIDLA's Rent Division.

cc: Los Angeles Housing and Community Investment Department File
Beverly La Cienega, LLC, a California limited liability company (Owner)
Ulises Gonzalez, Case Management Section, City Planning Department

MAC:jm

Exhibit D

Public Comments

Connect
Create
Collaborate

Michelle Carter <michelle.carter@lacity.org>

---

320 North La Cienega Boulevard

Aviv Kleinman <aviv.kleinman@lacity.org> Tue, Jun 23, 2020 at 9:10 PM
To: Michelle Carter <michelle.carter@lacity.org>
Cc: Kevin Nahai <kevin.nahai@lacity.org>

Hello Michelle,

Councilmember Koretz supports the Density Bonus Project located at 320 North La Cienega Boulevard. The project was supported by the Mid City West NC along with its neighbors. The voluntary conditions provided by the developers will serve to mitigate any negative impacts and are supported by the Councilmember as well.

--

Thank you,

Aviv Kleinman

Aviv Kleinman, M.U.R.P.

Planning Deputy
Councilmember Paul Koretz - Council District 5
Encino - Valley District Office:
15760 Ventura Blvd Suite 600
Encino, CA 91436
(818) 971-3088
West LA - Wilshire District Office
6380 Wilshire Blvd, Suite 800
Los Angeles, CA 90048
323-866-1828
LA City Hall Office
200 N. Spring Street, Suite 440
Los Angeles, CA 90012
213-473-7005
Email: Aviv.Kleinman@lacity.org

If you would like to sign up to receive the Fifth Council District e-newsletter, click here

Connect
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Michelle Carter <michelle.carter@lacity.org>

320 N La Cienega - Neighbor Support

josh banayan <joshbanayan@yahoo.com> Fri, Jun 19, 2020 at 2:32 PM
To: "Michelle.carter@lacity.org" <michelle.carter@lacity.org>, "aviv.kleinman@lacity.org" <aviv.kleinman@lacity.org>
Cc: "kevin.nahai@lacity.org" <kevin.nahai@lacity.org>

Council Office,

I hope this finds you and your families safe and well in these difficult times. I am writing in support of the mixed use development project located at 320 N La Cienega Blvd. I am a resident in the area - my apartment address is 931 N Alfred St unit 306, Los Angeles, CA 90069, a few blocks up the street from the project. I have been living here since October 15th, 2018 and really want to see our neighborhood grow.

As a resident of the area it is great to see new projects being developed. I personally know the owners of this project and their attention to detail and thoughtfulness of the project to date will result in a beautiful building for our neighborhood and city. One thing I can say about the neighborhood is the lack of new housing projects - the proposed would be a place I would consider moving to as I intend to live in the area for many years to come as I start a family.

On the weekends I walk and bike up and down La Cienega Blvd and even more so on Melrose Place. I am confident that additional retail on the Blvd would promote a much more pedestrian friendly environment and great opportunities for us as neighbors.

Looking forward to seeing this project get built.

Best,

Joshua Banayan
(310) 560-9627

June 18, 2020

Council Office,

I am writing in support of the mix used development project located at 320 N La Cienega. My office is located right around the corner at 8455 Beverly Blvd (at the intersection of Beverly and N Alfred Street). I have been in this building for almost twenty years and am in the music business with studios located on the 5th and 6th floors.

The area is continuously changing for the better, however there is a shortage of housing projects in the area, especially new construction. Given the appropriate size of the project and proximity to my office, I would consider living in the building after completion. My current commute is 45 minutes so it would be amazing to have an option of having a new place to live that I can walk to work.

Additionally, the surrounding buildings on the block are in desperate need of beautification/ upgrades to keep up with the Beverly Center and other surrounding properties. It just seems that the time is right for this development.

Looking forward to seeing the progress of the neighborhood. Please feel free to contact me should you have any questions regarding my recommendation. jonnie@4SoundLA.com

Sincerely,

Jonnie Forster
CEO

Michelle Carter <michelle.carter@lacity.org>

320 n. LaCienega

1 message

Shulamith Berman <shulamithberman@gmail.com> Wed, Sep 9, 2020 at 1:54 PM
To: michelle.carter@lacity.org

Dear Ms. Carter,

As we previously discussed I am opposed to this building.

It will block the light to my building at 363 N. Alfred Street.

It will also create grid lock in a already congested neighborhood.

The height of the building does not fit into the ambiance of the area.

For these and many other reasons I am opposed to the building.

Sincerely Yours,

Shulamith Berman, Owner 363 N. Alfred St.