



## DEPARTMENT OF CITY PLANNING APPEAL REPORT

### City Planning Commission

**Date:** November 14, 2019  
**Time:** After 8:30 a.m.\*  
**Place:** Los Angeles City Council Chamber  
200 North Spring Street, Room 340  
Los Angeles, CA 90012

**Public Hearing:** Required  
**Appeal Status:** Not Further Appealable  
**Expiration Date:** November 22, 2019

**Case No.:** DIR-2019-1971-TOC-1A  
**CEQA No.:** ENV-2019-1972-CE  
**Incidental Case:** None  
**Related Case:** None  
**Council No.:** 4 - Ryu  
**Plan Area:** Wilshire  
**Specific Plan:** None  
**Certified NC:** Greater Wilshire  
**GPLU:** Medium Residential  
**Zone:** R3-1  
**Applicant:** David Hanasab,  
Gramercy Holdings 26, LLC  
**Representative:** Matthew Hayden,  
Hayden Planning  
**Appellant:** Kyong Won Kang

### PROJECT

**LOCATION:** 517-525 ½ North Gramercy Place

### PROPOSED PROJECT:

The proposed project includes the construction, use, and maintenance of a new 32-unit, five-story, 56-foot tall residential development over a ground floor parking level. The project will set aside two (2) units for Extremely Low Income Households, two (2) units for Very Low Income Households, and one (1) unit for Low Income Households. In total, the proposed development will encompass a total of 37,135 square feet of floor area resulting in a Floor Area Ratio (FAR) of 3.34 to 1. The project proposes a total of 32 parking spaces, 30 long-term bicycle spaces, and three (3) short-term bicycle spaces.

### APPEAL ACTION:

Pursuant to Sections 12.22-A,25(g) and 12.22-A,31 of the Los Angeles Municipal Code, an appeal of the entire decision of the Director of Planning's Determination approving a Transit Oriented Communities Affordable Housing Incentive Program project allowing a 60% increase in density for a Tier 2 project totaling 32 dwelling units with two (2) units set aside as affordable housing units for Extremely Low Income (ELI) Households for a period of 55 years along with the following three (3) incentives:

- a. Yard. A 30% reduction in the required northern side yard;
- b. Height. An increase of one (1) additional story up to 11 additional feet;
- c. Open Space. A 20% reduction of the required open space; and

and an appeal of the Categorical Exemption ENV-2019-393-CE as the environmental clearance for the proposed project.

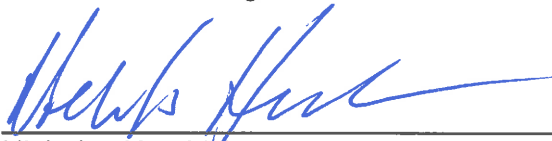
### RECOMMENDED ACTIONS:

1. **Determine** that based on the whole of the administrative record, the project is exempt from 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;
2. **Deny** the appeal of the Director of Planning's Determination approving a Transit Oriented Communities Affordable Housing Incentive Program project allowing a 60% increase in density for a Tier 2 project

totaling 32 dwelling units with two (2) units set aside as affordable housing units for Extremely Low Income (ELI) Households for a period of 55 years along with the following three (3) additional incentives:

- a. Yard. A 30% reduction in the required northern side yard;
  - b. Height. An increase of one (1) additional story up to 11 additional feet; and
  - c. Open Space. A 20% reduction of the required open space;
3. **Adopt** the Findings, and
  4. **Sustain** the Director's Determination approving a Transit Oriented Communities Affordable Housing Incentive Program Request utilizing three (3) additional incentives.

VINCENT P. BERTONI, AICP  
Director of Planning



Nicholas Hendricks  
Senior City Planner



Oliver Netburn  
City Planner



Joahn Lim  
City Planner

**ADVICE TO PUBLIC:** \*The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the City Planning Commission Secretariat, 200 North Spring Street, Room 272, 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 agendaized 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 this 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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### **Maps:**

Map 1 - Vicinity Map

Map 2 - Radius Map

Map 3 - Zoning Map

### **Exhibits:**

Exhibit A: Appeal Application

Exhibit B: Director's Determination DIR-2019-1971-TOC

Exhibit C: Project Plans

Exhibit D: Categorical Exemption (Case No. ENV-2019-1972-CE)

Exhibit E: HCIDLA AB 2556 Determination

## **PROJECT ANALYSIS**

### **PROJECT BACKGROUND**

The subject property is a rectangular, 15,906 square-foot (0.37 acre) parcel of land comprised of three (3) contiguous lots with a frontage of 107 feet along the east side of Gramercy Place and a depth of 125 feet. The subject property is zoned R3-1 with a land use designation of Medium Residential within the Wilshire Community Plan area.

The property was previously improved with seven (7) residential dwelling units and is now currently vacant. The proposed project includes the construction, use, and maintenance of a new 32-unit, five-story, 56-foot tall residential development over an at-grade parking level. The project will set aside two (2) units for Extremely Low Income Households, two (2) units for Very Low Income Households, and one (1) unit for Low Income Households. In total, the proposed development will encompass a total of 37,135 square feet of floor area resulting in a Floor Area Ratio (FAR) of 3.34 to 1. The project proposes a total of 32 parking spaces, 30 long-term bicycle spaces, and three (3) short-term bicycle spaces. The unit mix will be comprised of eight (8) one-bedroom units, 21 two-bedroom units, and three (3) three-bedroom units. A total of 3,172 square feet of open space will be provided throughout the proposed project. The project will maintain a 15-foot front yard, a seven-foot southern side yard, a five-foot northern side yard, and a 15-foot rear yard.

### **SURROUNDING PROPERTIES**

Surrounding properties are zoned R3-1 and are generally developed with a mixture of single family and multi-family residential developments. The property abutting the subject property to the north is zoned R3-1 and is developed with a multi-family development. Properties across Gramercy Place to the east are zoned R3-1 and are developed with multi-family developments. Properties abutting the subject property to the south are zoned R3-1 and are developed with a multi-family development and condominiums. Properties abutting the subject property to the west are zoned R3-1 and are developed with two (2) single-family homes and a duplex.

### **STREETS**

6<sup>th</sup> Street, adjoining the subject property to the east, is a Local Street – Standard dedicated to a width of 60 feet and improved with curb, gutter, and sidewalk.

### **TRANSIT ORIENTED COMMUNITIES**

Pursuant to the voter-approved Measure JJJ, Los Angeles Municipal Code (LAMC) 12.22-A,31 was added to create the Transit Oriented Communities (TOC) Affordable Housing Incentive Program (TOC Program). The Measure requires the Department of City Planning to create TOC Affordable Housing Incentive Program Guidelines (TOC Guidelines) for all Housing Developments located within a one-half mile (or 2,640-foot) radius of a Major Transit Stop. These Guidelines provide the eligibility standards, incentives, and other necessary components of the TOC Program consistent with LAMC 12.22-A,31.

A qualifying TOC Project shall be granted Base Incentives with regard to increased residential density, increased floor area ratio, and reduced automobile parking requirements. In addition to these Base Incentives, an eligible project may be granted Additional Incentives with regard to yards and setbacks, open space, lot coverage, lot width, averaging, density calculation, height,



and developments in public facilities zones. Up to three (3) Additional Incentives may be granted in exchange for providing the requisite set aside of affordable housing as enumerated in the TOC Guidelines.

The proposed project is located within 2,640 feet from the intersection of a Regular Bus and Rapid Bus line (Metro Route 10 and Rapid Line 757), at the intersection of Melrose Avenue and Western Avenue, and is therefore defined as a Major Transit Stop. Furthermore, as the project will set aside 13% of the total number of units for Very Low Income Households and meets all other eligibility requirements of the TOC Affordable Housing Incentive Program, the project is entitled to the Base Incentives.

In addition, the subject property is located within a Tier 2 TOC Affordable Housing Incentive Area as the project is located within 1,500 feet from the intersection of a Regular Bus and Rapid Bus Line (Metro Route 10 and Rapid Line 757). Therefore, as the project will set aside 13% of the base number of units for Very Low Income Households the project is entitled to three (3) Additional Incentives. The applicant is requesting three (3) Additional Incentives.

Given the above, the proposed project includes the following Base and Additional Incentives for a qualifying Tier 2 Project:

Tier 2 Base Incentives:

- a. **Density:** The subject property is zoned R3-1 and limited to a maximum density of one (1) dwelling unit per 800 square feet of lot area. With a lot area totaling 15,906 square feet, the project has a base density of 20 dwelling units (rounding up from 19.88). As an eligible Housing Development in Tier 2, the project is entitled for a 60 percent density increase for a maximum of 32 total units. In this case, the project seeks a 60 percent density increase to permit a total of 32 units.
- b. **Floor Area Ratio (FAR):** The subject property is zoned R3-1 and limited to an FAR of 3 to 1. As an Eligible Housing Development in Tier 2, the project is permitted a 45% FAR increase for a maximum FAR of 4.35:1 in the R3 Zone. In this case, the project proposes a 3.34:1 FAR.
- c. **Parking:** Pursuant to LAMC Section 12.21-A,4, the proposed 32-unit residential building would be required to provide a total of 60 residential parking spaces. As an Eligible Housing Development in Tier 2, the project is entitled to provide one (1) parking space per dwelling unit, or 32 parking spaces. As proposed, the project is providing 32 parking spaces.

Tier 2 Additional Incentives:

Pursuant to the Transit Oriented Communities Affordable Housing Incentive Program Guidelines (TOC Guidelines), the Tier 2 Project is eligible for and has been granted three (3) Additional Incentives in order to construct the proposed project:

- a. **Yards.** Eligible Housing Developments in Tier 2 in Residential zones may reduce the required width or depth of one (1) required individual yard or setback by up to 30%. In this case the project would be required a seven-foot northern side yard, but with a 30% reduction is instead required a five-foot northern side yard, which is proposed.

- b. **Open Space.** Eligible Housing Developments in Tier 2 may reduce the required open space by up to 20%. The project includes eight (8) one-bedroom units, 21 two-bedroom units, and three (3) bedroom units, and therefore is required 3,950 square feet of open space. With the utilization of the open space reduction, the project will be allowed to provide a minimum of 3,160 square feet. The project proposes to provide 3,172 square feet of open space. Additionally, the project will be required to provide landscaping sufficient to quality for the number of landscape points equivalent to 10% more than the otherwise required by LAMC Section 12.40 and Landscape Ordinance Guidelines “O”, as required by LAMC Section 12.22-A,25(f).
- c. **Height.** Eligible Housing Developments in Tier 2 may the maximum permitted building height by one (1) story up to 11 additional feet. In this case, the project has a maximum building height of 56 feet above the otherwise permitted 45 feet.

The table below provides a summary of the relevant underlying LAMC provisions for the subject property and permitted and requested TOC base and additional incentives are summarized below:

Incentive	Otherwise Permitted/Required	Permitted (through TOC Program)	Requested
Density	20	32 Units	32 Units
FAR	3:1	4.35:1	3.34:1
Parking	60	32	32
Northern Side Yard	7 feet	5 feet	5 feet
Height	45 feet	56 feet	56 feet
Open Space	3,950 square feet	3,160 square feet	3,172 square feet

## APPEAL ANALYSIS

On September 10, 2019, the Director of Planning issued a Determination that conditionally approved a Transit Oriented Communities Affordable Housing Incentive Program project for the proposed project. On September 25, 2019, an appeal was filed by Kyong Won Kang for the entire decision of the Director of Planning.

The following statements have been compiled from the submitted appeal. The appeal in its entirety have been attached herein for reference (Exhibit A).

**1. The height of the proposed building will cause privacy issues and block the sunlight.**

**Appeal Comment:**

The height of the proposed project will cause privacy issues and block the sunlight from the neighbors on the south side of the building, therefore lowering the property value of the adjacent properties.

**Staff Response:**

The proposed project is located within 2,640 feet from the intersection of a Regular Bus and Rapid Bus line (Metro Route 10 and Rapid Line 757), at the intersection of Melrose Avenue and Western Avenue, and is therefore defined as a Major Transit Stop. Furthermore, as the project will set aside 13% of the total number of units for Very Low Income Households and meets all other eligibility requirements of the TOC Affordable Housing Incentive Program, the project is entitled to the Base Incentives.

In addition, the subject property is located within a Tier 2 TOC Affordable Housing Incentive Area as the project is located within 1,500 feet from the intersection of a Regular Bus and Rapid Bus Line (Metro Route 10 and Rapid Line 757). Therefore, as the project will set aside 13% of the base number of units for Very Low Income Households the project is entitled to three (3) Additional Incentives. The applicant is requesting three (3) Additional Incentives.

The requested increase in height is expressed in the Menu of Incentives in the Transit Oriented Communities Guidelines which permit exceptions to zoning requirements that result in building design or construction efficiencies that provide for affordable housing costs. The R3-1 Zone allows a building height of 45 feet. The TOC height incentive allows for an additional 11 feet in height thereby creating a building envelope with the area necessary to accommodate the proposed density, including the affordable housing units. The project is 56 feet in height and five stories. The requested incentives in combination with the requested floor area of 15,906 square feet will allow the developer to increase the amount of units in the building so two (2) units are reserved for Extremely Low Income Households, two (2) units for Very Low Income Households, and one (1) unit for Low Income Households can be constructed and the overall space dedicated to residential uses is increased. This incentive supports the applicant's decision to reserve four (4) units as affordable housing units.

In addition, the project site is located within a Transit Priority Area in the City of Los Angeles. Visual resources, aesthetic character, shade and shadow, light and glare, and scenic vistas or any other aesthetic impact as defined in the City's CEQA Threshold Guide are not considered an impact for infill projects within Transit Priority Areas per Senate Bill (SB) 743.

With regard to the concerns regarding the privacy of the neighbors to the south of the project site, for a five-story building in the R3-1 Zone, the proposed project must provide a seven-foot side yard setback along the southern portion of the project site, for the purposes of safety and privacy. The applicant has not requested a deviation from the LAMC to reduce the side yard setback along the southern portion of the site, therefore the proposed project will not cause negative impacts on privacy to the abutting property to the south.

The project will be developed on an underutilized lot. The appellants' claim that the project will reduce property values is speculative and not substantiated by any evidence. Additionally, it is outside the Director's purview, and the City Planning Commission on appeal, to consider project impacts on neighboring property values.

2. **The proposed project will include construction that will result in excessive noise, debris and dust.**

**Appeal Comment**

The project would result in significant effects relating to noise and air quality.

**Staff Response**

The Department of City Planning determined the proposed project to be exempt from CEQA as was as the project found to meet the conditions required for a Class 32 Categorical Exemption (In-Fill Development Projects) and issued a Notice of Exemption for ENV-2019-1972-CE. Specifically, the project was found a) to be consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulations; b) to occur within city limits on a project site of no more than five acres substantially surrounded by urban uses; c) to be located on a site that has no value as habitat for endangered, rare or threatened species; d) would not result in any significant effects relating to traffic, noise, air quality, or water quality; and e) to be adequately served by all required utilities and public services. In addition, there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies. Further discussion on how the project meets the conditions of the Class 32 Categorical Exemption can be found in Exhibit E.

The environmental analysis considered the nearby sensitive receptors including the adjacent residences abutting the subject property to the north, west, and south and across North Gramercy Place to the east. Specifically, on page 11 of the Air Quality & Noise Analyses, Table 5 (Localized On-Site Peak Daily Construction Emissions), the analysis considers the residences to the north, south, west and east of the project site as sensitive receptors; and found that the project construction activities on the off-site sensitive receptors would be less than significant.

In regards to the noise analysis, on pages 13-18 of the of the Air Quality & Noise Analyses, the analysis considers the multi-family residences to the north, south, west and east of the project site as sensitive receptors; and found that the project, through the implementation all applicable regulatory compliance measures, would not result in any significant impacts to nearby sensitive receptors.

Furthermore, the appellant has provided no substantial evidence to contradict the conclusions of the air quality and noise analysis provided.

3. **The proposed project will exacerbate the lack of parking in the vicinity.**

**Appeal Comment**

The proposed project will cause a severe parking issue as the area is already impacted due to other new developments in the vicinity.

**Staff Response**

Pursuant to LAMC Section 12.21-A,4, the proposed 32-unit residential building would be required to provide a total of 60 residential parking spaces. As an Eligible Housing Development in Tier 2, the project is entitled to provide one (1) parking space per dwelling unit, or 32 parking spaces. Therefore, the project shall not be required to provide more than one (1) parking space per unit. As proposed, the project is providing 32 parking spaces. In addition, the project is providing 30 long-term bicycle spaces and three (3) short-term bicycle spaces and is situated near several Metro Rapid and Local bus routes, which encourage alternative modes of transportation and potentially reduces the demand for automobile parking. Therefore the project is not required to provide additional on-site parking beyond code requirements.

**CONCLUSION**

For the reasons stated herein, and in the findings of the Director's Determination, the proposed project does comply with the applicable provisions of the Transit Oriented Communities Affordable Housing Incentive Program and the California Environmental Quality Act (CEQA). Planning staff evaluated the proposed project and determined it meets the Transit Oriented Communities Program requirements and that the project qualifies for a Class 32 Categorical Exemption. Based on the complete plans submitted by the applicant and considering the appellant's arguments for appeal, staff finds that the project meets the required findings.

Therefore, it is recommended that the City Planning Commission affirm that the project is categorically exempt from environmental review, approve in part and deny in part the appeal of the Director's Determination, adopt the revised Grant Clause, Conditions of Approval, and Findings, and Sustain the remainder of the Director's Determination approving a Transit Oriented Communities Affordable Housing Incentive Program Request utilizing three additional (3) incentives.

# **Exhibit A**

## **Appeal Application**



# ORIGINAL



## APPLICATIONS:

### APPEAL APPLICATION

This application is to be used for any appeals authorized by the Los Angeles Municipal Code (LAMC) for discretionary actions administered by the Department of City Planning.

#### 1. APPELLANT BODY/CASE INFORMATION

Appellant Body:

☐ Area Planning Commission ☐ City Planning Commission ☐ City Council ☒ Director of Planning

Regarding Case Number: DIR - 2019-1971-TOC

Project Address: 517-525 1/2 North Gramercy Place

Final Date to Appeal: Sep. 25, 2019

Type of Appeal: ☒ Appeal by Applicant/Owner  
☐ Appeal by a person, other than the Applicant/Owner, claiming to be aggrieved  
☐ Appeal from a determination made by the Department of Building and Safety

#### 2. APPELLANT INFORMATION

Appellant's name (print): Kyong Won Kang (Lst)

Company: \_\_\_\_\_

Mailing Address: 5057 Maplewood ave #203

City: L.A. State: CA Zip: 90004

Telephone: 213-700-6633 E-mail: billy@robink.com

- Is the appeal being filed on your behalf or on behalf of another party, organization or company?

☒ Self ☐ Other: \_\_\_\_\_

- Is the appeal being filed to support the original applicant's position? ☐ Yes ☒ No

#### 3. REPRESENTATIVE/AGENT INFORMATION

Representative/Agent name (if applicable): \_\_\_\_\_

Company: AMP Management Co.

Mailing Address: P.O. Box 741 938

City: L.A. State: CA Zip: 90004

Telephone: 213) 387-5727 E-mail: AMPmanagementco@gmail.com



#### 4. JUSTIFICATION/REASON FOR APPEAL

Is the entire decision, or only parts of it being appealed?

☒ Entire

☐ Part

Are specific conditions of approval being appealed?

☐ Yes

☒ No

If Yes, list the condition number(s) here: \_\_\_\_\_

Attach a separate sheet providing your reasons for the appeal. Your reason must state:

- The reason for the appeal
- How you are aggrieved by the decision
- Specifically the points at issue
- Why you believe the decision-maker erred or abused their discretion

#### 5. APPLICANT'S AFFIDAVIT

I certify that the statements contained in this application are complete and true:

Appellant Signature: \_\_\_\_\_

Date: Sep 18 - 2019

#### 6. FILING REQUIREMENTS/ADDITIONAL INFORMATION

- Eight (8) sets of the following documents are required for each appeal filed (1 original and 7 duplicates):
  - Appeal Application (form CP-7769)
  - Justification/Reason for Appeal
  - Copies of Original Determination Letter
- A Filing Fee must be paid at the time of filing the appeal per LAMC Section 19.01 B.
  - Original applicants must provide a copy of the original application receipt(s) (required to calculate their 85% appeal filing fee).
- All appeals require noticing per the applicable LAMC section(s). Original Applicants must provide noticing per the LAMC, pay mailing fees to City Planning's mailing contractor (BTC) and submit a copy of the receipt.
- Appellants filing an appeal from a determination made by the Department of Building and Safety per LAMC 12.26 K are considered Original Applicants and must provide noticing per LAMC 12.26 K.7, pay mailing fees to City Planning's mailing contractor (BTC) and submit a copy of receipt.
- A Certified Neighborhood Council (CNC) or a person identified as a member of a CNC or as representing the CNC may not file an appeal on behalf of the Neighborhood Council; persons affiliated with a CNC may only file as an individual on behalf of self.
- Appeals of Density Bonus cases can only be filed by adjacent owners or tenants (must have documentation).
- Appeals to the City Council from a determination on a Tentative Tract (TT or VTT) by the Area or City Planning Commission must be filed within 10 days of the date of the written determination of said Commission.
- A CEQA document can only be appealed if a non-elected decision-making body (ZA, APC, CPC, etc.) makes a determination for a project that is not further appealable. [CA Public Resources Code ' 21151 (c)].

This Section for City Planning Staff Use Only		
Base Fee: <b>\$ 89.00</b>	Reviewed & Accepted by (DSC Planner): <b>Ricky Reaser</b>	Date: <b>9-25-19</b>
Receipt No:	Deemed Complete by (Project Planner):	Date:
<input type="checkbox"/> Determination authority notified		<input type="checkbox"/> Original receipt and BTC receipt (if original applicant)

Sep. 18 2019

Kyong won Kang

5057 Maplewood ave #203 L.A. CA 90004

213-700-6633

I, Kyong won Kang am filing this appeal due to the aggrievance this building construction will cost myself and fellow Homeowners of 5057 Maplewood ave.

- 1)  $2/3$  of my house will no light (day light)
- 2) this construction <sup>will</sup> makes No privacy to my family
- 3) my house Value will tremendously down since there is no light & privacy.
- 4) There is currently No parking space & will more problem around this area.

Sincerely

Kyong won Kang

List

Residents of 5057 Maplewood

Unit 101 Haibon Chin

Unit 103 Muchin Kuo & Gabriel Calvillo

Unit 104 David Lee

Unit 105 Jana Pok

Unit 201 Nak Kwak

Unit 202 Segwon Hwang

Unit 204 Haeng Chu

Unit 205 Su Jin Chung

Unit 301 Jay Chin

Unit 303 Gina Gandham

Unit 304 Michael Park

Unit 305 Young Ran Lee

Unit PH2 Benjamin Choi

Unit PH3 Annie G Kim

Unit PH4 Young C. Kwon

Unit PH5 Chul Joo Lee

September 20, 2019

Haiben Chin

5057 Maplewood Ave

Apt 101

Los Angeles, CA 90004

I, Haiben Chin, am filing this appeal due to the aggrievance this building construction will cost myself and my fellow homeowners of 5057 Maplewood Ave.

This new building construction will block out any natural light that comes into our place of residence, as well as, many of my fellow residents. It will also cause mine and my fellow homeowners property values to drop by causing detrimental harm to our condo's future marketability and appeal. No one wants to live in a dark and cold home with no source of natural light.

I, Haiben Chin, believe that the proposed building will be a detriment to my home.

Sincerely,

A handwritten signature in black ink, appearing to be 'H. Chin', written over a horizontal line.

Muchin Kuo  
Gabriel Calvillo

5057 Maplewood Ave #103  
Los Angeles, CA 90004

September 19, 2019

To Whom It May Concern:

We, (Muchin Kuo & Gabriel Calvillo) strongly oppose the planned 4-story building behind our unit. The reason for the appeal is as follows:

Our living room window and patio face the new proposed development. The 4-story building would definitely block the sunlight from showering in our living room. Not to mention the noise, and lost of privacy that comes with a building that size.

When the developers purchased the house with the lot, they left it unattended, as a result, homeless people moved in. During this time our residence was burglarized over the New Years 2017. Then in the spring the vacant house caught on fire that resulted in burnt trees and damaged our building.

With everything that has happened to us since the developer/s took over the now vacant lot. It is our fear they will cause more harm on us during and after the construction of the building. We don't believe they have the community in mind.

Sincerely yours,

Muchin Kuo & Gabriel Calvillo



Enough construction, our family  
is ~~is~~ sick and tired of the loud  
construction noise. Monday through Saturday  
is no peace, we cannot get proper rest.

David Lee

A stylized, cursive handwritten signature of David Lee.

9/11/2019

9/19/2019

Jana Pok

5057 Maplewood Ave #105  
Los Angeles, CA 90004

Dear Director of Planning,

I am filing an appeal due aggrievance the new project will cause me, my neighbors, and the entire neighborhood. The construction of this new project will cause a lot of noise, chaos, and unwanted harm to this already compact neighborhood. It will not only lower the value of condos in this neighborhood, but also lessen the land & comfortable <sup>living</sup> space around here.

There has been way too much construction in the area and it needs to stop. This proposal ~~causes~~ will cause a lot of inconveniences & damage to my condo.

Thanks,

Jana Pok



September 18, 2019

Nate Kwak

5057 Maplewood Ave #201 Los Angeles, CA 90024  
(323) 599-1778

I (Nate Kwak) am filing this appeal due to the  
aggravance this building construction will cost  
my family and my fellow condo owners at  
5057 Maplewood Ave

This new building construction will produce  
a lot of noise and dust that are very  
harmful to our family and our pets.  
It will also decrease my condo value due to  
blockage of city view (Hollywood sign) and  
Natural Sun light. I (Nate Kwak) think and  
strongly believe that the proposed building  
will be a detriment to my home.

Yours Truly

from Nate Kwak  




September 16, 2019

Name: Segwon Hwang

5057 Maplewood Ave, #202, Los Angeles, CA 90004

213.842.0024

I, (Segwon Hwang) am filling appeal due to the aggrievance this building construction will cost myself and my fellow homeowners of 5057 Maplewood Ave.

This new building construction will block out any natural light that comes into my place of residence as well as many of my fellow residents. It will also cause mine and my fellow homeowners property values to drop by causing detrimental harm to our condo's future marketability and appeal. No one wants to live in a dark and cold house with no natural source of light. And I have 35days newborn baby. My baby can not handle noise, dirty dust from when the new building construction starts.

I, (Segwon Hwang) believe that the proposed building will be a detriment to my home.

Sincerely,

Segwon Hwang

A handwritten signature in black ink, appearing to read 'Segwon Hwang', with a stylized flourish at the end.

Sep 18 2019

Haeng Chu  
5057 Maplewood Ave #204  
LA CA 90004  
323) 807-9774

- 1) I (Haeng Chu) am filing this appeal due to the  
aggravation this building construction will  
cost myself and my fellow homeowners of  
5057 Maplewood Ave

This New Building Construction will block out  
any natural light that comes into my place of residence  
as will also cause mine and my fellow homeowners  
property values to drop by causing detrimental harm  
to our condo's future marketability and appeal  
No one wants to live in dark and cold house  
with no natural source of light

- 2) I (Haeng Chu) believe that the proposed building  
will be a detriment to my home

Sincerely

Haeng Chu 

9-17-19

To Whom It May Concern:

I, Su Jin Chung, am filing this appeal due to the aggrievance this building construction will cost myself and my fellow home owners of 5057 Maplewood Ave.

This new building construction will block out any natural light that comes into many of fellow residents. It will also cause mine and my fellow homeowners property values to drop by causing detrimental harm to our condos future marketability and appeal. No one wants to live in a dark and cold house with no natural source of light.

I, Su Jin Chung, believe that the proposed building will be a detriment to my home and its value.

Sincerely



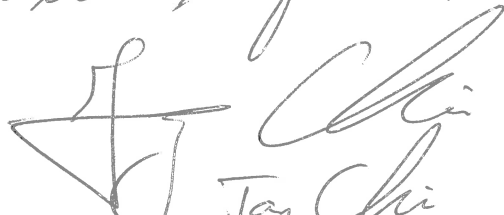
Su Jin Chung

5057 Maplewood Ave #205

Los Angeles, CA 90004

323 745 5222

I, Jay Chin, of unit 301, oppose the construction of the new property. This opposition is due to the fact that the construction of such a property will devalue the current property I reside in. The market value of the current property is only as good as that of the surrounding properties. Especially with the consideration of California's rent control law to be passed, the value of any property may & will significantly fall. In order to combat the coming recession, I would like to oppose the construction of the new property that would cause the value of current existing properties to fall. Thank You.

  
Jay Chin

September 18, 2019

Gina Gandham  
5057 Maplewood Ave, Unit 303  
Los Angeles, CA 90004  
(213) 308-1502

Dear Sir or Madam:

I, Gina Gandham, am filing this appeal due to the aggrievance this building construction will cost myself and my fellow homeowners of 5057 Maplewood Avenue.

The owners of 517 North Gramercy Pl have already demonstrated their negligence and failure to exercise due care:

Due to their failure to secure the property, neighbors and I have had to repeatedly call the police on the homeless and criminal that would occupy the abandoned home on the property. A ground floor unit at 5057 Maplewood Avenue was burglarized by these individuals, when they entered through the property's backyard. To combat this criminal behavior, our HOA incurred the cost of reinforcing a fence and installing barbed wire. The owners have not reimbursed our HOA for these costs.

On February 6, 2018, a fire was caused by these individuals inside the abandoned house. The L.A. Fire Departments' response to this fire entailed breaking down the entryway doors of my unit, along with two other units, entering with their equipment, and fighting the flames on the property from our balconies and our roof. My neighbors and I, along with our HOA, repeatedly asked the owners to pay for the damaged entryway doors, interior cleaning costs, and smoke damage to the exterior of our building. Initially, a lawyer representing the owners accepted responsibility for the damages, then declined to pay for damages. To this day, the owners have not paid for the damages caused by the fire from their property.

Allowing these negligent owners to do construction on this property will further endanger the residents of 5057 Maplewood, as well as the surrounding neighborhood. I request that further examination be made into these owner's construction background, other properties, and insurance coverage.

Also, this new building construction will block out any natural light that comes into my unit. It will also cause the property value of my unit, as well as my neighbors, to drop and cause detrimental harm to our unit's future marketability and appeal.

Sincerely,



Gina Gandham

September 17, 2019

Name: Michael Park

5057 Maplewood Ave, Unit 304, Los Angeles, CA 90004

617-792-4486

I, Michael Park, am filing this appeal due to the aggrievance of this building construction will cost myself and my fellow homeowners of 5057 Maplewood Ave.

This new building construction will block out any natural light to many units in the building specifically units 102, 103, 202, 203, 302, 303, PH2 and PH3. Even though I am in unit 304, the property values of the entire building will drop which will harm the condo's future marketability and appeal as well as harm my unit.

Furthermore, this new construction will cause a severe parking issue – N Gramercy PI is already very crowded due to the new apartment building located on 518 N Gramercy (which would be across the street from this building construction).

I, Michael Park, believe that the proposed building will be a major detriment to my home.

Sincerely,

A handwritten signature in black ink, appearing to be 'Michael Park', written in a cursive style.

9/17/19

Michael Park

9/19/2019

Name: Young Ran Lee

Address: 5057 maplenwood Ave. Apt #305  
Los Angeles, CA 90004

I (Young Ran Lee) am filing an appeal due to the disturbance and privacy concerns for the construction that'll effect my health and hearing due to a surgery that I have had not so long ago.

I refuse to have this construction continue go any longer for this will affect the people in my community and the important environment around my apartment. This will lead to me having more stress due to I myself, having almost a brain hemorrhage and a brain blood expose inside my head. My head is weak as well as my inability to speak so well and clearly as I used to and the construction in front of my building is giving me stress that is more than enough for myself as I am more than seventy-nine years old and am eighty years old, so please, I don't approve of this construction.

Sincerely,

  
Young Ran Lee

September 16, 2019

Name: Benjamin Choi

5057 Maplewood Ave., #PH2, Los Angeles, CA 90004

(213)200-7344

I, Benjamin Choi am filing this appeal due to the aggrievance this building construction will cost myself and my fellow homeowners of 5057 Maplewood Ave.

This new building construction will block out any natural light that comes into my place of residence as well as many of my fellow residents. It will also cause mine and my fellow homeowners property values to drop by causing detrimental harm to our condo's future marketability and appeal. There will be excessive noise and construction debris and dust that will adversely affect the residents.

Sincerely,

Benjamin Choi

A handwritten signature in black ink, appearing to be 'Benjamin Choi', with a stylized, cursive script.



September 17, 2019

Annie G Kim

5057 Maplewood Ave #PH3, Los Angeles CA 90004

213)210-1785

I, Annie G Kim am filing this appeal due to the aggrievance this building construction will cost myself and my fellow homeowners of 5057 Maplewood Ave.

This new building construction will block out any natural light that comes into my place of residence as well as many of my fellow residents. It will also cause mine and my fellow homeowners property values to drop by causing detrimental harm to our condo's future marketability and appeal. No one wants to live in dark and cold house with no natural source of light.

I, Annie G Kim believe that the proposed building will be a detriment to my home.

Sincerely,

Annie G Kim

A handwritten signature in black ink, appearing to read 'Annie', with a long horizontal flourish extending to the right.

Sep. 18. 2019.

Young C. Kwon

5057 Maplewood Ave #ph 4

L.A., CA 90004

(213) 900-5430

1. I (Young Kwon) am filing this appeal due to the aggravance this building construction will cost myself and my fellow homeowners of 5057 Maplewood Ave.

This new building construction will block out any nature light that comes into my place of residence as well as many of my fellow residents.

It will also cause mine and my fellow homeowners property values to drop by causing detrimental harm to our condo's future marketability and appeal.

No one wants to live in dark and cold house with no natural source of light.

1. I (Young Kwon) believe that the proposed building will be a detriment to my home.

Sincerely

Young Kwon Yang

SEP / 19 / 2019

Name: CHUL JOO LEE.

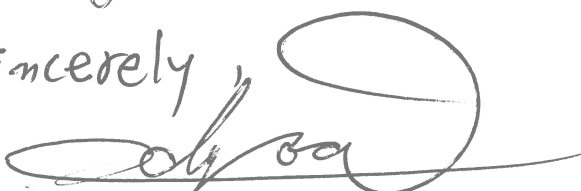
Address: 5657 Maplewood Ave #PH5.  
Los Angeles, CA 90004.

I, (CHUL JOO LEE) am filling appeal due to the aggrievance this building construction will cost myself and my fellow homeowners of 5657 Maplewood Ave.

This new building construction will block out natural light that comes into my place of residence as well as many of my fellow residents. It will also cause mine and my fellow homeowners property values to drop by causing detrimental harm to our condo's future marketability and appeal. No one wants to live in a dark and cold house with no natural source of light.

I, (CHUL JOO LEE) believe that the proposed building will be a detriment to my home.

Sincerely,



CHUL JOO LEE

# **Exhibit B**

**Director's Determination**

**DIR-2019-1971-TOC**



**DEPARTMENT OF  
CITY PLANNING**

COMMISSION OFFICE  
(213) 978-1300

**CITY PLANNING COMMISSION**

SAMANTHA MILLMAN  
PRESIDENT

VAHID KHORSAND  
VICE-PRESIDENT

DAVID H. J. AMBROZ

CAROLINE CHOE

HELEN LEUNG

KAREN MACK

MARC MITCHELL

VERONICA PADILLA-CAMPOS

DANA M. PERLMAN

**CITY OF LOS ANGELES  
CALIFORNIA**



ERIC GARCETTI  
MAYOR

**EXECUTIVE OFFICES**

200 N. SPRING STREET, ROOM 525  
LOS ANGELES, CA 90012-4801  
(213) 978-1271

VINCENT P. BERTONI, AICP  
DIRECTOR

KEVIN J. KELLER, AICP  
EXECUTIVE OFFICER

SHANA M.M. BONSTIN  
DEPUTY DIRECTOR

TRICIA KEANE  
DEPUTY DIRECTOR

ARTHI L. VARMA, AICP  
DEPUTY DIRECTOR

LISA M. WEBBER, AICP  
DEPUTY DIRECTOR

**DIRECTOR'S DETERMINATION  
TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM**

September 10, 2019

**Applicant/Owner**

David Hanasab  
Gramercy Holdings 26, LLC  
606 South Olive Street, Suite 2140  
Los Angeles, CA 90014

**Representative**

Matthew Hayden  
Hayden Planning  
10008 National Boulevard, Unit 229  
Los Angeles, CA 90034

**Case No.** DIR-2019-1971-TOC

**CEQA:** ENV-2019-1972-CE

**Location:** 517-525½ North Gramercy Place

**Council District:** 4 - Ryu

**Neighborhood Council:** Greater Wilshire

**Community Plan Area:** Wilshire

**Land Use Designation:** Medium Residential

**Zone:** R3-1

**Legal Description:** Fraction of Lot Nos. 4-6, Tract 588

**Last Day to File an Appeal:** September 25, 2019

**DETERMINATION – Transit Oriented Communities Affordable Housing Incentive Program**

Pursuant to the Los Angeles Municipal Code (LAMC) Section 12.22-A,31, I have reviewed the proposed project and as the designee of the Director of City Planning, I hereby:

1. **Determine** based on the whole of the administrative record, that the project is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines, Section 15332, Article 19 (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 with Conditions** a 60% increase in density consistent with the provisions of the Transit Oriented Communities Affordable Housing Incentive Program for a Tier 2 project totaling 32 dwelling units, reserving two (2) units for Extremely Low Income (ELI) and two (2) units for Low Income (LI) Household occupancy for a period of 55 years along with the following three (3) incentives:
  - a. **Yard.** A 30% reduction in the required northern side yard;
  - b. **Height.** An increase of one (1) additional story up to 11 additional feet; and

c. **Open Space.** A 20% reduction of the required open space; and

3. **Adopt** the attached Findings and Conditions of Approval;

### CONDITIONS OF APPROVAL

Pursuant to LAMC Section 12.22-A,31, the following conditions are hereby imposed upon the use of the subject property:

1. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans and materials submitted by the applicant, stamped "Exhibit A," and attached to the subject case file. Minor deviations may be allowed in order to comply with the provisions of the 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. **Base Incentives.**
  - a. **Residential Density.** The project shall be limited to a maximum density of 32 residential dwelling units, including On-site Restricted Affordable Units.
  - b. **Floor Area Ratio (FAR).** The project is permitted to have a FAR of 4.35 to 1 in the R3-1 Zone.
  - c. **Parking.**
    - i. **Automotive Parking.** One (1) Automobile parking space shall be provided per unit.
    - ii. **Bicycle Parking.** Bicycle parking shall be provided consistent with LAMC 12.21-A,16.
    - iii. **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.
    - iv. **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.
3. **Additional Incentives.**
  - a. **Yard.** The project shall be permitted a 30% reduction in the required northern side yard.
  - b. **Height.** The project shall be permitted an increase of one (1) additional story up to 11 additional feet.

- c. **Open Space.** The project shall be permitted a 20% reduction of the required open space provided that the landscape plan shall indicate landscape points for the project equivalent to 10% more than otherwise required by LAMC 12.40 and Landscape Ordinance Guidelines.
- 4. **On-site Restricted Affordable Units.** 12 percent of the total number of dwelling units shall be designated for Very Low Income Households, as defined by the Los Angeles Housing and Community Investment Department (HCIDLA) and California Government Code Section 65915(c)(2).
- 5. **Changes in On-site 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 the Transit Oriented Communities Guidelines.
- 6. **Housing Replacement (AB 2556 Determination).** The project shall designate two (2) units restricted to Extremely Low Income Households, two (2) units restricted to Very Low Income Households, and one (1) unit restricted to Low Income Households, as defined by the Los Angeles Housing and Community Investment Department (HCIDLA) and California Government Code Section 65915(c)(2).
- 7. **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 two (2) units restricted to Extremely Low Income Households, two (2) units restricted to Very Low Income Households, and one (1) unit to Low Income Households, for sale or rental as determined to be affordable to such households by HCIDLA for a period of 55 years. In the event the applicant reduces the proposed density of the project, the number of required set-aside affordable units may be adjusted, consistent with the Transit Oriented Communities Guidelines, to the satisfaction of HCIDLA, and in consideration of the project's AB 2556 Determination. Enforcement of the terms of said covenant shall be the responsibility of HCIDLA. The applicant will present a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with the Guidelines for the Affordable Housing Incentives Program adopted by the City Planning Commission and with any monitoring requirements established by the HCIDLA. Refer to the Density Bonus Legislation Background section of this determination.
- 8. **Design Conformance.**
  - a. **Materials.** A variety of building materials, as shown in Exhibit A pages A-3.0, A-3.1, A-3.2, and A-3.3, shall be used. In addition to stucco, the variety of materials used shall include, but are not limited to, the following high quality materials:
    - i. Metal Panel
    - ii. ResystaNo modification of this determination shall be necessary if the applicant substitutes similar non-stucco materials of equal variety and quality to metal panel and resysta.
  - b. **Landscaping.**
    - i. Submit Landscape Plans showing all levels where landscaping is proposed and required.



- ii. All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped, including an automatic irrigation system, and maintained in accordance with a landscape plan prepared by a licensed landscape architect or licensed architect, and submitted for approval to the Department of City Planning.
- iii. All planters containing trees shall have a minimum depth of 48 inches (48"), including those located on the rooftop area.
- c. **Lighting.** Outdoor lighting shall be designed and installed with shielding, such that the light source does not illuminate adjacent residential properties or the public right-of-way, nor the above skies.
- d. **Mechanical Equipment.** All mechanical equipment on the roof shall be screened from view. The transformer, if located in the front yard, shall be screened with landscaping.
- e. **Maintenance.** The subject property (including all trash storage areas, associated parking facilities, walkways, common open space, and exterior walls along the property lines) shall be maintained in an attractive condition and shall be kept free of trash and debris.

#### **Administrative Conditions**

- 9. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building & Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building & Safety for final review and approval by the Department of City Planning. All plans that are awaiting issuance of a building permit by the Department of Building & Safety shall be stamped by Department of City Planning staff "Final Plans". A copy of the Final Plans, supplied by the applicant, shall be retained in the subject case file.
- 10. **Notations on Plans.** Plans submitted to the Department of Building & Safety, for the purpose of processing a building permit application shall include all of the Conditions of Approval herein attached as a cover sheet, and shall include any modifications or notations required herein.
- 11. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review of approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning prior to clearance of any building permits, for placement in the subject file.
- 12. **Code Compliance.** Use, area, height, and yard regulations of the zone classification of the subject property shall be complied with, except where granted conditions differ herein.
- 13. **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 assigns. The agreement shall 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.

14. **Department of Building & Safety.** The granting of this determination by the Director of Planning does not in any way indicate full compliance with applicable provisions of the LAMC, Chapter IX (Building Code). Any corrections and/or modifications to plans made subsequent to this determination by a Department of Building & Safety Plan Check Engineer that affect any part of the exterior design or appearance of the project as approved by the Director, and which are deemed necessary by the Department of Building & Safety for Building Code compliance, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.
15. **Department of Water and Power.** Satisfactory arrangements shall be made with the Los Angeles Department of Water and Power (LADWP) for compliance with LADWP's Rules Governing Water and Electric Service. Any corrections and/or modifications to plans made subsequent to this determination in order to accommodate changes to the project due to the under-grounding of utility lines, that are outside of substantial compliance or that affect any part of the exterior design or appearance of the project as approved by the Director, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.
16. **Enforcement.** Compliance with and the intent of these conditions shall be to the satisfaction of the Department of City Planning.
17. **Expiration.** In the event that this grant is not utilized within three years of its effective date (the day following the last day that an appeal may be filed), the grant shall be considered null and void. Issuance of a building permit, and the initiation of, and diligent continuation of, construction activity shall constitute utilization for the purposes of this grant.
18. **Expedited Processing Section Fee.** 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.
19. **Indemnification and Reimbursement of Litigation Costs.**

Applicant shall do all of the following:

- (i) Defend, indemnify and hold harmless the City from any and all actions against the City relating to 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.
- (ii) 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, of the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.
- (iii) Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion,

based on the nature and scope of action, but in no event shall the initial deposit be less than \$50,000. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).

- (iv) Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
- (v) If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

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

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

For purposes of this condition, the following definitions apply:

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

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

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

## **PROJECT BACKGROUND**

The subject property is a rectangular, 15,906 square-foot (0.37 acre) parcel of land comprised of three (3) contiguous lots with a frontage of 107 feet along the east side of Gramercy Place and a depth of 125 feet. The subject property is zoned R3-1 with a land use designation of Medium Residential within the Wilshire Community Plan area.

The property was previously improved with seven (7) residential dwelling units and is now currently vacant. The proposed project includes the construction, use, and maintenance of a new 32-unit, five-story, 56-foot tall residential development over a ground floor parking level. The project will set aside two (2) units for Extremely Low Income Households, two (2) units for Very Low Income Households, and one (1) unit for Low Income Households. In total, the proposed development will encompass a total of 37,135 square feet of floor area resulting in a Floor Area Ratio (FAR) of 3.34 to 1. The project proposes a total of 32 parking spaces, 30 long-term bicycle spaces, and three (3) short-term bicycle spaces. The unit mix will be comprised of eight (8) one-bedroom units, 21 two-bedroom units, and three (3) three-bedroom units. A total of 3,172 square feet of open space will be provided throughout the proposed project. The project will maintain a 15-foot front yard, a 7-foot southern side yard, a 5-foot northern side yard, and a 15-foot rear yard.

## **SURROUNDING PROPERTIES**

Surrounding properties are zoned R3-1 and are generally developed with a mixture of single family and multi-family residential developments.

The property abutting the subject property to the north is zoned R3-1 and is developed with a multi-family development.

Properties across Gramercy Place to the east are zoned R3-1 and are developed with multi-family developments.

Properties abutting the subject property to the south are zoned R3-1 and are developed with a multi-family development and condominiums.

Properties abutting the subject property to the west are zoned R3-1 and are developed with two (2) single-family homes and a duplex.

## **STREETS**

6<sup>th</sup> Street, adjoining the subject property to the east, is designated as a Local Street – Standard dedicated to a width of 60 feet and improved with curb, gutter, and sidewalk.

## **TRANSIT ORIENTED COMMUNITIES**

Pursuant to the voter-approved Measure JJJ, Los Angeles Municipal Code (LAMC) 12.22-A,31 was added to create the Transit Oriented Communities (TOC) Affordable Housing Incentive Program (TOC Program). The Measure requires the Department of City Planning to create TOC Affordable Housing Incentive Program Guidelines (TOC Guidelines) for all Housing Developments located within a one-half mile (or 2,640-foot) radius of a Major Transit Stop. These Guidelines provide the eligibility standards, incentives, and other necessary components of the TOC Program consistent with LAMC 12.22-A,31.

A qualifying TOC Project shall be granted Base Incentives with regard to increased residential density, increased floor area ratio, and reduced automobile parking requirements. In addition to these Base Incentives, an eligible project may be granted Additional Incentives with regard to yards and setbacks, open space, lot coverage, lot width, averaging, density calculation, height, and developments in public facilities zones. Up to three (3) Additional Incentives may be granted in exchange for providing the requisite set aside of affordable housing as enumerated in the TOC Guidelines.

The proposed project is located within ½-mile of the intersection of the Metro Route 10 and Rapid Line 757, at the intersection of Melrose Avenue and Western Avenue, and is therefore defined as a Major Transit Stop. Furthermore, as the project will set aside 13% of the total number of units for Very Low Income Households and Extremely Low Income Households and meets all other eligibility requirements of the TOC Affordable Housing Incentive Program, the project is entitled to the Base Incentives.

In addition, as the intersection of the Metro Route 10 and Rapid Line 757 is less the 1,500 feet from the subject property, the subject property is located within Tier 2 of the TOC Guidelines. Therefore, as the project will set aside 13% of the base number of units for Very Low Income Households and Extremely Low Income Households, the project is entitled to three (3) Additional Incentives.

Given the above, the proposed project includes the following Base and Additional Incentives for a qualifying Tier 2 Project:

Tier 3 Base Incentives:

- a. **Density:** The subject property is zoned R3-1 and limited to a maximum density of one (1) dwelling unit per 800 square feet of lot area. With a lot area totaling 15,906 square feet, the project has a base density of 20 dwelling units (rounding up from 19.88). As an eligible Housing Development in Tier 2, the project is entitled for a 60 percent density increase for a maximum of 32 total units. In this case, the project seeks a 60 percent density increase to permit a total of 32 units.
- b. **Floor Area Ratio (FAR):** The subject property is zoned R3-1 and limited to an FAR of 3 to 1. As an Eligible Housing Development in Tier 2, the project is permitted a 45% FAR increase for a maximum FAR of 4.35:1 in the R3 Zone. In this case, the project proposes a 3.34:1 FAR.
- c. **Parking:** Pursuant to LAMC Section 12.21-A,4, the proposed 32-unit residential building would be required to provide a total of 60 residential parking spaces. As an Eligible Housing Development in Tier 2, the project is entitled to provide one (1) parking space per dwelling unit, or 32 parking spaces. As proposed, the project is providing 32 parking spaces.

Tier 2 Additional Incentives:

Pursuant to the Transit Oriented Communities Affordable Housing Incentive Program Guidelines (TOC Guidelines), the Tier 2 Project is eligible for and has been granted three (3) Additional Incentives in order to construct the proposed project:

- a. **Yards.** Eligible Housing Developments in Tier 2 in Residential zones may reduce the required width or depth of one (1) required individual yard or setback by up to 30%. In

this case the project would be required a seven-foot northern side yard, but with a 30% reduction is instead required a 5-foot northern side yard, which is proposed.

- b. **Open Space.** Eligible Housing Developments in Tier 2 may reduce the required open space by up to 20%. The project includes eight (8) one-bedroom units, 21 two-bedroom units, and three (3) bedroom units, and therefore is required 3,950 square feet of open space. With the utilization of the open space reduction, the project will be allowed to provide a minimum of 3,160 square feet. The project proposes to provide 3,172 square feet of open space. Additionally, the project will be required to provide landscaping sufficient to quality for the number of landscape points equivalent to 10% more than the otherwise required by LAMC Section 12.40 and Landscape Ordinance Guidelines “O”, as required by LAMC Section 12.22-A,25(f).
- c. **Height.** Eligible Housing Developments in Tier 2 may the maximum permitted building height by one (1) story up to 11 additional feet. In this case, the project has a maximum building height of 54 feet above the otherwise permitted 45 feet.

## HOUSING REPLACEMENT

Pursuant to LAMC Section 12.22-A,31(b)(1), a Housing Development located within a Transit Oriented Communities (TOC) Affordable Housing Incentive Area shall be eligible for TOC Incentives if it meets any applicable replacement requirements of California Government Code Section 65915(c)(3) (California State Density Bonus Law).

Assembly Bill 2222 (AB 2222) amended the State Density Bonus Law to require applicants of density bonus projects filed as of January 1, 2015 to 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.

On September 28, 2016, Governor Brown signed Assembly Bill 2556 (AB 2556) which further amended the State Density Bonus Law. The amendments took effect on January 1, 2017. AB 2556 clarifies the implementation of the required replacement of affordable units in Density Bonus projects, first introduced by AB 2222. AB 2556 further defines “equivalent size” to mean that as a whole, the new units must contain at least the same total number of bedrooms as the units being replaced.

Pursuant to the Determination made by HCIDLA dated June 24, 2019 and attached to the subject case file, HCIDLA has determined seven (7) units are subject to replacement under AB2556. No income documents were provided for these units. Pursuant to AB 2556, where incomes of existing or former tenants are unknown, the required percentage of affordability is determined by the percentage of extremely low, very low, and low income rents in the jurisdiction as shown in the HUD Comprehensive Housing Affordability Strategy (CHAS) database. Pursuant to CHAS, seven (7) units need to be replaced with equivalent type, with two (2) units restricted to Extremely Low Income Households, two (2) units restricted to Very Low Income Households, and one (1) unit restricted to Low Income Households. For the two (2) remaining units presumed to have been occupied by an above-lower income person or households, as permitted by California Government Code Section 65915(c)(3)(C)(ii), the City has opted to require that those units be replaced in compliance with the City’s Rent Stabilization Ordinance (RSO). The AB 2556

determination only applies if the proposed project is a rental TOC project and not condominiums. In the event that new information regarding the RSO status of units on the property is discovered, the number of replacement units is subject to change. Refer to the Transit Oriented Communities Affordable Housing Incentive Program Background section of this determination for additional information.

## **TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM ELIGIBILITY REQUIREMENTS**

To be an eligible Transit Oriented Communities (TOC) Housing Development, a project must meet the Eligibility criteria set forth in Section IV of the Transit Oriented Communities Affordable Housing Incentive Program Guidelines (TOC Guidelines). A Housing Development located within a TOC Affordable Housing Incentive Area shall be eligible for TOC Incentives if it meets all of the following requirements, which it does:

1. ***On-Site Restricted Affordable Units.*** *In each Tier, a Housing Development shall provide On-Site Restricted Affordable Units at a rate of at least the minimum percentages described below. The minimum number of On-Site Restricted Affordable Units shall be calculated based upon the total number of units in the final project.*
  - a. *Tier 1 - 8% of the total number of dwelling units shall be affordable to Extremely Low Income (ELI) income households, 11% of the total number of dwelling units shall be affordable to Very Low (VL) income households, or 20% of the total number of dwelling units shall be affordable to Lower Income households.*
  - b. *Tier 2 - 9% ELI, 12% VL or 21% Lower.*
  - c. *Tier 3 - 10% ELI, 14% VL or 23% Lower.*
  - d. *Tier 4 - 11% ELI, 15% VL or 25% Lower.*

The project site is located within a Tier 2 TOC Affordable Housing Incentive Area. As part of the proposed development, the project is required to reserve 12 percent of the total number of on-site dwelling units for Very Low Income Households. The project proposes to reserve a total of four (4) units (13% of the total number of units) consisting of two (2) units for Extremely Low Income Households and two (2) units for Very Low Income Households for proposed as part of the Housing Development, and thus meets the eligibility requirement for On-Site Restricted Affordable Units.

2. ***Major Transit Stop.*** *A Housing Development shall be located on a lot, any portion of which must be located within 1,500 feet of a Major Transit Stop, as defined in Section II and according to the procedures in Section III.2 of the TOC Guidelines.*

The proposed project is located within ½-mile of the intersection of the Metro Route 10 and Rapid Line 757, at the intersection of Melrose Avenue and Western Avenue, and is therefore defined as a Major Transit Stop. Furthermore, as the project will set aside 13% of the total number of units for Very Low Income Households and Extremely Low Income Households and meets all other eligibility requirements of the TOC Affordable Housing Incentive Program, the project is entitled to the Base Incentives.

In addition, as the intersection of the Metro Route 10 and Rapid Line 757 is less the 1,500 feet from the subject property, the subject property is located within Tier 2 of the TOC

Guidelines. Therefore, as the project will set aside 13% of the base number of units for Very Low Income Households and Extremely Low Income Households, the project is entitled to three (3) Additional Incentives.

3. ***Housing Replacement.*** *A Housing Development must meet any applicable housing replacement requirements of California Government Code Section 65915(c)(3), as verified by the Department of Housing and Community Investment (HCIDLA) prior to the issuance of any building permit. Replacement housing units required per this section may also count towards other On-Site Restricted Affordable Units requirements.*

Pursuant to the Determination made by HCIDLA dated June 24, 2019 and attached to the subject case file, HCIDLA has determined seven (7) units are subject to replacement under AB2556. No income documents were provided for these units. Pursuant to AB 2556, where incomes of existing or former tenants are unknown, the required percentage of affordability is determined by the percentage of extremely low, very low, and low income rents in the jurisdiction as shown in the HUD Comprehensive Housing Affordability Strategy (CHAS) database. Pursuant to CHAS, seven (7) units need to be replaced with equivalent type, with two (2) units restricted to Extremely Low Income Households, two (2) units restricted to Very Low Income Households, and one (1) unit restricted to Low Income Households. For the two (2) remaining units presumed to have been occupied by an above-lower income person or households, as permitted by California Government Code Section 65915(c)(3)(C)(ii), the City has opted to require that those units be replaced in compliance with the City's Rent Stabilization Ordinance (RSO). The AB 2556 determination only applies if the proposed project is a rental TOC project and not condominiums. In the event that new information regarding the RSO status of units on the property is discovered, the number of replacement units is subject to change. Refer to the Transit Oriented Communities Affordable Housing Incentive Program Background section of this determination for additional information.

4. ***Other Density or Development Bonus Provisions.*** *A Housing Development shall not seek and receive a density or development bonus under the provisions of California Government Code Section 65915 (state Density Bonus law) or any other State or local program that provides development bonuses. This includes any development bonus or other incentive granting additional residential units or floor area provided through a General Plan Amendment, Zone Change, Height District Change, or any affordable housing development bonus in a Transit Neighborhood Plan, Community Plan Implementation Overlay (CPIO), Specific Plan, or overlay district.*

The project is not seeking any additional density or development bonuses under the provisions of the State Density Bonus Law or any other State or local program that provides development bonuses, including, but not limited to a General Plan Amendment, Zone Change, Height District Change, or any affordable housing development bonus in a Transit Neighborhood Plan, Community Implementation Overlay (CPIO), Specific Plan, or overlay district. As such, the project meets this eligibility requirement.

5. ***Base Incentives and Additional Incentives.*** *All Eligible Housing Developments are eligible to receive the Base Incentives listed in Section VI of the TOC Guidelines. Up to three Additional Incentives listed in Section VII of the TOC Guidelines may be granted based upon the affordability requirements described below. For the purposes of this section below "base units" refers to the maximum allowable density allowed by the zoning, prior to any density increase provided through these Guidelines. The affordable housing units required per this section may also count towards the On-Site Restricted Affordable*



*Units requirement in the Eligibility Requirement No. 1 above (except Moderate Income units).*

- a. One Additional Incentive may be granted for projects that include at least 4% of the base units for Extremely Low Income Households, at least 5% of the base units for Very Low Income Households, at least 10% of the base units for Lower Income Households, or at least 10% of the base units for persons and families of Moderate Income in a common interest development.*
- b. Two Additional Incentives may be granted for projects that include at least 7% of the base units for Extremely Low Income Households, at least 10% of the base units for Very Low Income Households, at least 20% of the base units for Lower Income Households, or at least 20% of the base units for persons and families of Moderate Income in a common interest development.*
- c. Three Additional Incentives may be granted for projects that include at least 11% of the base units for Extremely Low Income Households, at least 15% of the base units for Very Low Income Households, at least 30% of the base units for Lower Income Households, or at least 30% of the base units for persons and families of Moderate Income in a common interest development.*

As an eligible housing development, the project is eligible to receive the Base Incentives listed in the TOC Guidelines. The project is also seeking three (3) Additional Incentives for a reduced side yard, increased height, and reduced open space. The project may be granted three (3) Additional Incentives for reserving at least 15 percent of the base units for Very Low Income Households. The project is setting two (2) units for Extremely Low Income Households and two (2) units for Very Low Income Households for a total of four (4) units, which equates to 20 percent of the 20 base units permitted through the underlying zoning of the site. As such, the project meets the eligibility requirements for both on-site restricted affordable units and Base and Additional Incentives.

6. ***Projects Adhering to Labor Standards.*** *Projects that adhere to the labor standards required in LAMC 11.5.11 may be granted two Additional Incentives from the menu in Section VII of these Guidelines (for a total of up to five Additional Incentives).*

The project is not seeking any Additional Incentives beyond the three (3) permitted in exchange for reserving at least 15 percent of the base units for Very Low Income Households. The project is setting two (2) units for Extremely Low Income Households and two (2) units for Very Low Income Households for a total of four (4) units, which equates to 20 percent of the 20 base units permitted through the underlying zoning of the site. As such, the project need not adhere to the labor standards required in LAMC Section 11.5.11, and this eligibility requirement does not apply.

7. ***Multiple Lots.*** *A building that crosses one or more lots may request the TOC Incentives that correspond to the lot with the highest Tier permitted by Section III above.*

The proposed building crosses three (3) lots of which all three (3) lots are located in both the Tier 1 and Tier 2 Affordable Housing Incentive Areas. The project is requesting Tier 2 Incentives which is the highest Tier permitted.

8. ***Request for a Lower Tier.*** *Even though an applicant may be eligible for a certain Tier, they may choose to select a Lower Tier by providing the percentage of On-Site Restricted Affordable Housing units required for any lower Tier and be limited to the Incentives available for the lower Tier.*

The applicant has not selected a Lower Tier and is not providing the percentage of On-Site Restricted Affordable Housing units required for any lower Tier. As such, this eligibility requirement does not apply.

9. **100% Affordable Housing Projects.** *Buildings that are Eligible Housing Developments that consist of 100% On-Site Restricted Affordable units, exclusive of a building manager's unit or units shall, for purposes of these Guidelines, be eligible for one increase in Tier than otherwise would be provided.*

The project does not consist of 100% On-Site Restricted Affordable units, and thus it is not eligible for or seeking an increase in Tier. As such, this eligibility requirement does not apply.

10. **Design Conformance.** *Projects seeking to obtain Additional Incentives shall be subject to any applicable design guidelines, including any Community Plan design guidelines, Specific Plan design guidelines and/or Citywide Design Guidelines and may be subject to conditions to meet design performance. The conditions shall not preclude the ability to construct the building with the residential density permitted by Section VI.*

The project seeks three (3) Additional Incentives and therefore has been conditioned to conform to the Wilshire Community Plan Urban Design Chapter and Citywide Design Guidelines, including, but not limited to, ensuring the use of a variety of materials, screening off all mechanical equipment and transformers, and the maintenance of the site to be free of trash, debris, and graffiti.

## **TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM / AFFORDABLE HOUSING INCENTIVES COMPLIANCE FINDINGS**

Pursuant to Section 12.22-A,31(e) of the LAMC, the Director shall review a Transit Oriented Communities Affordable Housing Incentive Program project application in accordance with the procedures outlined in LAMC Section 12.22-A,25(g).

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

- a. *The incentives are not required to provide for affordable housing costs as defined in California Health and Safety Code Section 50052.5 or Section 50053 for rents for the affordable units.*

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

The list of Additional Incentives in the Transit Oriented Communities Guidelines were pre-evaluated at the time the Transit Oriented Communities Affordable Housing

Incentive Program Ordinance was adopted to include types of relief that minimize restrictions on the size of the project. As such, the Director will always arrive at the conclusion that the Additional Incentives are required to provide for affordable housing costs because the incentives by their nature increase the scale of the project.

**Yards.** Eligible Housing Developments in Tier 2 in residential zones may reduce the required width or depth of one (1) individual yard or setback by up to 30%. In this case the project would be required a seven-foot northern side yard, but with a 30% reduction is instead required a 5-foot northern side yard, which is proposed. This requested incentive will result in a building design that facilitates affordable housing costs and supports the applicant's decision to reserve two (2) units for Extremely Low Income Households, and two (2) units for Very Low Income Households.

**Open Space.** Eligible Housing Developments in Tier 2 may reduce the required open space by up to 20%. The project includes eight (8) one-bedroom units, 21 two-bedroom units, and three (3) bedroom units, and therefore is required 3,950 square feet of open space. With the utilization of the open space reduction, the project will be allowed to provide a minimum of 3,160 square feet. The project proposes to provide 3,172 square feet of open space. Additionally, the project will be required to provide landscaping sufficient to quality for the number of landscape points equivalent to 10% more than the otherwise required by LAMC Section 12.40 and Landscape Ordinance Guidelines "O", as required by LAMC Section 12.22-A,25(f). This requested incentive will result in a building design that facilitates affordable housing costs and supports the applicant's decision to reserve two (2) units for Extremely Low Income Households, and two (2) units for Very Low Income Households.

**Height.** Eligible Housing Developments in Tier 2 may the maximum permitted building height by one (1) story up to 11 additional feet. In this case, the project has a maximum building height of 54 feet above the otherwise permitted 45 feet. This requested incentive will result in a building design that facilitates affordable housing costs and supports the applicant's decision to reserve two (2) units for Extremely Low Income Households, and two (2) units for Very Low Income Households.

- b. *The Incentive will have a specific adverse impact upon public health and safety or the physical environment, or on any real property that is listed in the California Register of Historical Resources and for which there are no feasible methods 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 evidence that the proposed incentive will have a specific adverse impact upon public health and safety or the physical environment, or any real property that is listed in the California Register of Historical Resources. A "specific adverse impact" is defined as "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22 A.25(b)). The project 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. According to ZIMAS, the project is not located on a substandard street in a Hillside area or a Very High Fire Hazard Severity Zone. Therefore, there is no substantial evidence that the proposed project, and thus the requested incentive, will have a specific adverse

impact on the physical environment, on public health and safety or the physical environment, or on any Historical Resource.

## **ADDITIONAL MANDATORY FINDINGS**

2. The National Flood Insurance Program rate maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 172,081, have been reviewed and it has been determined that this project is located in Zone X, areas determined to be outside the 0.2% annual chance floodplain.

## **TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM BACKGROUND**

Measure JJJ was adopted by the Los Angeles City Council on December 13, 2016. Section 6 of the Measure instructed the Department of City Planning to create the Transit Oriented Communities (TOC) Affordable Housing Incentive Program, a transit-based affordable housing incentive program. The measure required that the Department adopt a set of TOC Guidelines, which establish incentives for residential or mixed-use projects located within ½ mile of a major transit stop. Major transit stops are defined under existing State law.

The TOC Guidelines, adopted September 22, 2017, establish a tier-based system with varying development bonuses and incentives based on a project's distance from different types of transit; a project in closer proximity to significant rail stops or the intersection of major bus rapid transit lines is rated a higher tier. The largest bonuses are reserved for those projects in the highest tiers. Required percentages of affordable housing are also increased incrementally in each higher tier. The incentives provided in the TOC Guidelines describe the range of bonuses from particular zoning standards that applicants may select.

## **TIME LIMIT – OBSERVANCE OF CONDITIONS**

All terms and conditions of the Director's Determination shall be fulfilled before the use may be established. Pursuant to LAMC Section 12.25-A,2, the instant authorization is further conditional upon the privileges being utilized within **three years** after the effective date of this determination and, if such privileges are not utilized, building permits are not issued, or substantial physical construction work is not begun within said time and carried on diligently so that building permits do not lapse, the authorization shall terminate and become void.

The applicant's attention is called to the fact that this grant is not a permit or license and that any permits and licenses required by law must be obtained from the proper public agency. Furthermore, if any condition of this grant is violated or not complied with, then the applicant or his successor in interest may be prosecuted for violating these conditions the same as for any violation of the requirements contained in the LAMC, or the approval may be revoked.

Verification of condition compliance with building plans and/or building permit applications are done at the Development Services Center of the Department of City Planning at either Figueroa Plaza in Downtown Los Angeles or the Marvin Braude Constituent Service Center in the Valley. In order to assure that you receive service with a minimum amount of waiting, applicants are encouraged to schedule an appointment with the Development Services Center either by calling (213) 482-7077, (818) 374-5050, and (310) 231-2901, or through the Department of City Planning website at <http://cityplanning.lacity.org>. The applicant is further advised to notify any consultant representing you of this requirement as well.

Section 11.00 of the LAMC states in part (m): “It shall be unlawful for any person to violate any provision or fail to comply with any of the requirements of this Code. Any person violating any of the provisions or failing to comply with any of the mandatory requirements of this Code shall be guilty of a misdemeanor unless that violation or failure is declared in that section to be an infraction. An infraction shall be tried and be punishable as provided in Section 19.6 of the Penal Code and the provisions of this section. Any violation of this Code that is designated as a misdemeanor may be charged by the City Attorney as either a misdemeanor or an infraction.

Every violation of this determination is punishable as a misdemeanor unless provision is otherwise made, and shall be punishable by a fine of not more than \$1,000 or by imprisonment in the County Jail for a period of not more than six months, or by both a fine and imprisonment.”

## TRANSFERABILITY

This determination runs with the land. In the event the property is to be sold, leased, rented or occupied by any person or corporation other than yourself, it is incumbent that you advise them regarding the conditions of this grant. If any portion of this approval is utilized, then all other conditions and requirements set forth herein become immediately operative and must be strictly observed.

## APPEAL PERIOD - EFFECTIVE DATE

**The Determination in this matter will become effective after September 25, 2019** unless an appeal there from is filed with the City Planning Department. It is strongly advised that appeals be filed early during the appeal period and in person so that imperfections/incompleteness may be corrected before the appeal period expires. Any appeal must be filed on the prescribed forms, accompanied by the required fee, a copy of this Determination, and received and receipted at a public office of the Department of City Planning on or before the above date or the appeal will not be accepted. Forms are available on-line at [www.cityplanning.lacity.org](http://www.cityplanning.lacity.org).

Planning Department public offices are located at:

<b>Downtown</b>	<b>San Fernando Valley</b>	<b>West Los Angeles</b>
<i>Figueroa Plaza 201 North Figueroa Street, 4<sup>th</sup> Floor Los Angeles, CA 90012 (213) 482-7077</i>	<i>Marvin Braude San Fernando Valley Constituent Service Center 6262 Van Nuys Boulevard, Suite 251 Van Nuys, CA 91401 (818) 374-5050</i>	<i>West Los Angeles Development Services Center 1828 Sawtelle Boulevard, 2nd Floor Los Angeles, CA 90025 (310) 231-2901</i>

**Pursuant to LAMC Section 12.22-A.25(f), only abutting property owners and residents can appeal this Determination.** Per the Density Bonus Provision of State Law (Government Code Section §65915) the Density Bonus increase in units above the base density zone limits and the appurtenant parking reductions are not a discretionary action and therefore cannot be appealed. Only the requested incentives are appealable. Per Section 12.22-A,25 of the LAMC, appeals of Density Bonus Compliance Review cases are heard by the City Planning Commission.

The time in which a party may seek judicial review of this determination is governed by California Code of Civil Procedures Section 1094.6. Under that provision, a petitioner may seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5,

only if the petition for writ of mandate pursuant to that section is filed no later than the 90th day following the date on which the City's decision becomes final.

**Note of Instruction Regarding the Notice of Exemption:** Applicant is hereby advised to file the Notice of Exemption for the associated categorical exemption after the issuance of this letter. If filed, the form shall be filed with the County of Los Angeles, 12400 Imperial Highway, Norwalk, CA 90650, pursuant to Public Resources Code Section 21152 (b). More information on the associated fees can be found online here: <https://www.lavote.net/home/county-clerk/environmental-notices-fees>. The best practice is to go in person and photograph the posted notice in order to ensure compliance. Pursuant to Public Resources Code Section 21167 (d), the filing of this notice of exemption starts a 35-day statute of limitations on court challenges to the approval of the project. Failure to file this notice with the County Clerk results in the statute of limitations, **and the possibility of a CEQA appeal**, being extended to 180 days.

VINCENT P. BERTONI, AICP  
Director of Planning

Approved by:



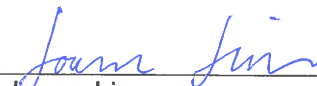
Nicholas Hendricks  
Senior City Planner

Reviewed by:



Oliver Netburn  
City Planner

Prepared by:



Joann Lim  
City Planning Associate

Attachments:  
Exhibit A: Architectural Plans

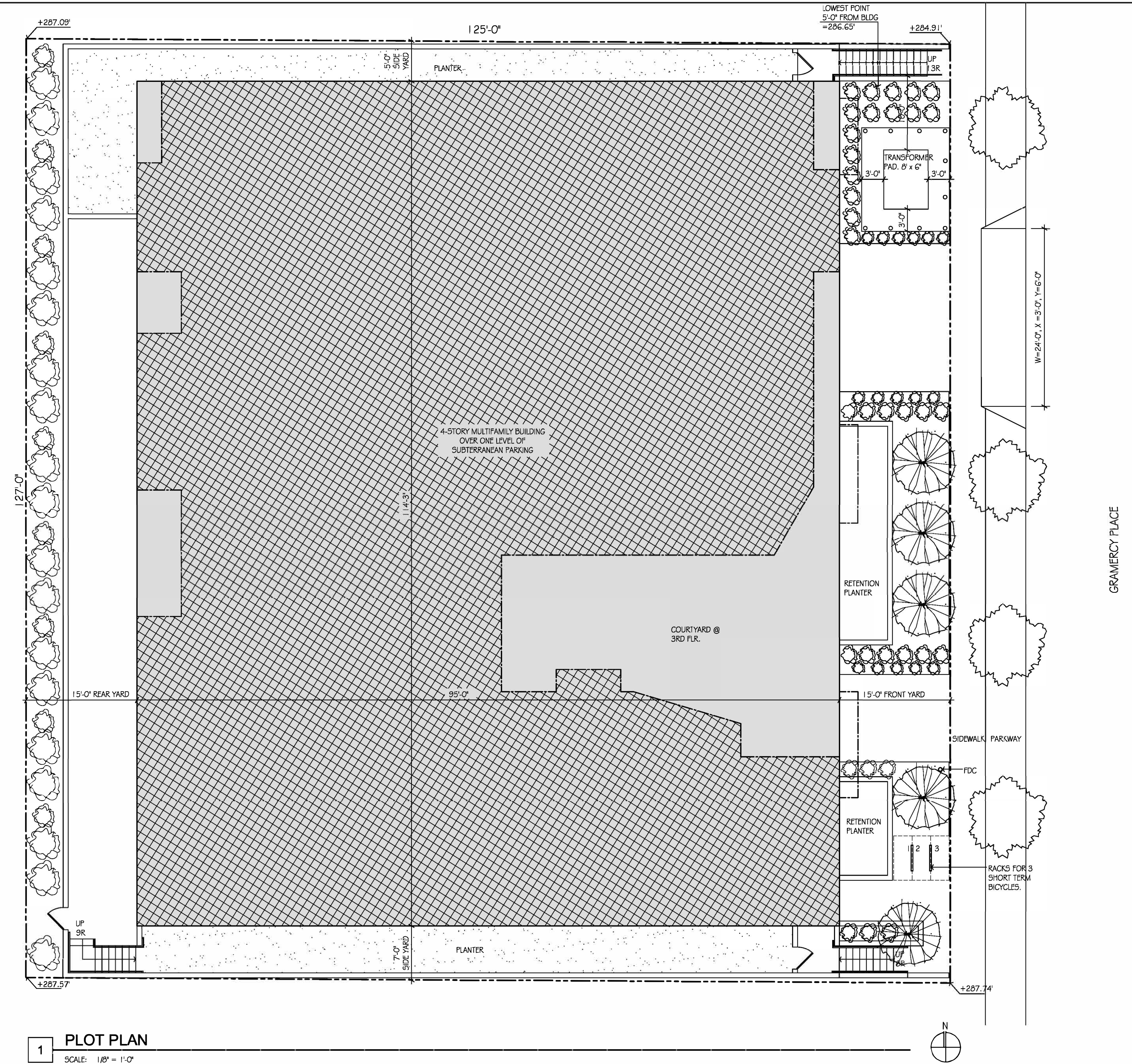
# **Exhibit C**

## **Project Plans**





# GRAMERCY MULTI-FAMILY DEVELOPMENT



**Project Team**

**OWNER:** GRAMERCY HOLDINGS 26, LLC  
DAVID HANASAB  
606 SOUTH OLIVE STREET, #2140  
LOS ANGELES, CA 90014  
(213) 787-5559

**DESIGNER:** MKA DESIGN GROUP, INC.  
12133 VIEWCREST ROAD  
BURNING WOOD, CA 94014

**SURVEYOR:** ERIC CHANG, P.L.S.  
301 W. OAKMONT DRIVE  
MONTERELO, CA 90640  
(323) 868-8667

**LANDSCAPE ARCHITECT:** SUSAN MCOWEN  
32297 BID OAK LANE  
COSTA MESA, CA 92626

**EXHIBIT "A"**

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**Sheet Index**

ARCHITECTURAL	
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A-2.1	FIRST FLOOR PLAN
A-2.2	SECOND FLOOR PLAN
A-2.3	THIRD FLOOR PLAN
A-2.4	FOURTH FLOOR PLAN
A-2.5	ROOF PLAN
A-3.0	EAST ELEVATION
A-3.1	SOUTH ELEVATION
A-3.2	WEST ELEVATION
A-3.3	NORTH ELEVATION
A-4.0	SECTION
A-5.0	PERSPECTIVE
A-5.1	PERSPECTIVE
A-5.2	PERSPECTIVE
IP-1	GROUND FLOOR - PLANTING PLAN
IP-2	THIRD FLOOR AND ROOF TERRACE PLANTING PLANS
C-1	SURVEY

**Symbols**

	NORTH ARROW		DRAWING NUMBER
	SECTION		INTERIOR ELEVATION
	DETAIL		GRIDLINE DESIGNATION
	NOTE DESIGNATION		ROOM NUMBER
	REVISION		DOOR
	ELEVATION		WINDOW
	DIRECTION OF SLOPE		CENTERLINE

## Project Information

PROJECT SITE: 521 N. GRAMERCY PLACE  
(517-525 N. GRAMERCY PLACE)  
LOS ANGELES, CA 90004

LEGAL DESCRIPTION: LOTS 4, 5 AND 6 OF TRACT NO. 858 AS PER MAP BOOK  
16-93 IN THE CITY OF LOS ANGELES, IN THE COUNTY OF  
LOS ANGELES IN THE STATE OF CALIFORNIA.

ASSESSORS PARCEL NO.: 5522-014-042

FIN NUMBER: TR 858

MAP REFERENCE: MB 16-93

BLOCK: NONE

LOT: 4, 5 AND 6

MAP SHEET: 1418133

FIRE DISTRICT: 58

SPECIFIC PLAN AREA: NONE

DESIGN REVIEW: NONE

APPLICABLE CODE: 2017 LOS ANGELES BUILDING CODE, BASED ON 2016  
CALIFORNIA BUILDING CODE AND 2015 INTERNATIONAL  
BUILDING CODE.

## Zoning Code Analysis

- PROJECT DESCRIPTION**

NEW 4-STORY APARTMENT BUILDING. 4 LEVELS OF TYPE V A, 32 WOOD FRAMED APARTMENTS, OVER 1  
LEVEL OF TYPE A SUBTERRANEAN PARKING. THE RESIDENTIAL LOBBY IS AT STREET LEVEL. PROJECT WILL BE  
A TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE (TOC) TIER 2 PROJECT.
  - ZONING**

R3-1
  - LOT AREA**

LOT AREA = 15,906 SF
  - DENSITY**

15,906 SF/800 = 19.88 (ROUND UP) = 20 UNITS.
  - FAR**

BUILDABLE LOT DEPTH (125' - 30') BUILDABLE LOT WIDTH (127' - 10') = 95' x 117' = 11,115  
11,115 x 3 FAR = 33,345 SF
  - TRANSIT ORIENTED COMMUNITIES (TOC)** (L.A. MUNICIPAL CODE 12.22A.3.1)

PROJECT IS TIER 2.

1a) TIER 2 DENSITY IS 60% MAXIMUM INCREASE.  
20 x 60% = 32 UNITS

1b) TIER 2 FLOOR AREA RATIO (FAR) IS 45% INCREASE IN FAR FOR RESIDENTIAL ZONES.  
3.1 FAR x 45% = 4.35:1 FAR  
11,115 SF (LOT AREA - SIDE YARD SETBACKS AND FRONT AND REAR YARD SETBACKS) x 4.35 FAR =  
48,350 SF > 37,135 SF = 3.34:1 FAR PROVIDED. SEE RESIDENTIAL DATA BELOW.

2) AUTOMOBILE PARKING  
RESIDENTIAL TIER 2 PARKING IS ONE SPACE PER UNIT MAXIMUM.  
50 ONE BEDROOM UNITS REQUIRE 0.5 PARKING SPACES

PROPOSED UNITS (SEE BELOW FOR PROPOSED UNIT MIX)

8 ONE BDRM UNITS x 0.5 PARKING	= 4
21 TWO BDRM UNITS x 1 PARKING	= 21
3 THREE BDRM UNITS x 1 PARKING	= 3
32 UNITS TOTAL	= 28 PARKING SPACES ARE REQUIRED

10% REDUCTION OF AUTOMOBILE PARKING IS ALLOWED PER BICYCLE ORDINANCE.  
28 x 10% = 2.8 REDUCTION = 26 PARKING SPACES REQUIRED.  
26 STANDARD PARKING SPACES REQUIRED < 27 STANDARD PARKING SPACES REQUIRED
- | LEVEL | STANDARD | ACC. | COMPACT | TOTAL |
|-------|----------|------|---------|-------|
| FL1   | 26       | 1    | 5       | 32    |
- 3) AFFORDABLE HOUSING  
TIER 2 REQUIRE 12% OF THE TOTAL UNITS TO BE VERY LOW INCOME (VLI).  
TOTAL NUMBERS OF UNITS TO BE VERY LOW INCOME (VLI) = 12% OF 32 UNITS 0.12 x 32 =  
3.84 = 4 VLI.  
HOWEVER, REPLACEMENT HOUSING 60% OF 7 = 4.76 = 5, SO 5 AFFORDABLE UNITS TOTAL  
REQUIRED. 2 EXTREMELY LOW INCOME (ELI) + 2 VLI + 1 LOW INCOME (LI).

- ADDITIONAL INCENTIVES FOR TIER 2:**

11% OF THE BASE DENSITY IS PROVIDED, SO 3 INCENTIVES ALLOWED:

1a) NORTH SIDE YARD SETBACK  
TIER 2 ALLOWS UP TO 30% REDUCTION OF THE REQUIRED WIDTH OF A SIDE YARD.  
A 4 STORY BUILDING REQUIRES 7'-0" SIDE YARD. 7'-0" LESS 30% = 4'-11". MINIMUM SIDE YARD 5'-0"

1b) OPEN SPACE  
TIER 2 ALLOWS A 20% DECREASE IN REQUIRED OPEN SPACE (SEE CALCULATION ON THIS SHEET)

1c) HEIGHT  
TIER 2 ALLOWS ONE ADDITIONAL STORIES UP TO 11 ADDITIONAL FEET. 45 FT + 11 FT. = 56 FT.
- RESIDENTIAL DATA**

FLOOR AREA CALCS:	OCCUPANCY	BMS	ZONING
GROUND FLOOR (LOBBY & STAIRS)	R2	603 SF	603 SF
FIRST FLOOR	R2	10,216 SF	10,216 SF
SECOND FLOOR	R2	9,750 SF	9,750 SF
THIRD FLOOR	R2	8,389 SF	8,389 SF
FOURTH FLOOR	R2	8,177 SF	8,177 SF
TOTAL BUILDING AREA		37,135 SF	37,135 SF

PARKING AREA (GROUND FLOOR) 52 9,250 SF

- PROPOSED UNITS**

8 ONE BEDROOM UNITS
21 TWO BEDROOM UNITS
3 THREE BEDROOM UNITS
32 UNITS TOTAL PROPOSED = 32 ALLOWED

**UNIT SUMMARY**

**RESIDENTIAL:**

UNIT NUMBER	HABITABLE RMS PER UNIT *	UNIT AREA	NUMBER OF UNITS	TOTAL
101 / 301 / 401	2	762 SF	3	2,286 SF
201	2	726 SF	1	726 SF
102 / 202	2	650 SF	2	1,300 SF
302 / 402	3	1,369 SF	2	2,738 SF
103 / 203	2	695 SF	2	1,390 SF
303 / 403	3	1,164 SF	2	2,328 SF
104 / 204	3	1,163 SF	2	2,326 SF
304 / 404	3	1,188 SF	2	2,376 SF
105 / 205	3	1,166 SF	2	2,332 SF
305 / 405	3	1,042 SF	2	2,084 SF
106 / 206	3	1,216 SF	2	2,432 SF
306 / 406	3	1,032 SF	2	2,064 SF
107 / 207	3	1,188 SF	2	2,376 SF
307 / 407	4	1,399 SF	2	2,798 SF
108 / 208	3	1,032 SF	2	2,064 SF
109 / 209	3	1,042 SF	2	2,084 SF
TOTAL: 32 UNITS				33,704 SF

\* HABITABLE ROOM COUNT IS FOR OPEN SPACE PURPOSES. (KITCHENS ARE EXCLUDED.)

- PROJECT FUNDING**

PROJECT IS 100% PRIVATELY FUNDED. THIS IS NOT HOUSING FACILITIES OWNED AND/OR OPERATED BY, FOR OR  
ON BEHALF OF A PUBLIC ENTITY AND NO TAX CREDIT WILL BE RECEIVED FROM STATE OR FEDERAL.
- YARDS**

FRONT YARD	15'-0"
SOUTH SIDE YARD	7'-0"
NORTH SIDE YARD	5'-0" PER INCENTIVES
REAR YARD	15'-0"
- OPEN SPACE REQUIRED**

8 1 BEDROOMS	x 100 SF	= 800 SF
21 2 BEDROOMS	x 125 SF	= 2,625 SF
3 3 BEDROOMS	x 175 SF	= 525 SF
32 TOTAL		= 3,950 SF

20% OPEN SPACE REDUCTION = 3,160 SF REQUIRED
- OPEN SPACE PROVIDED**

PRIVATE OPEN SPACE	250 SF	
5 BALCONIES x 50 SF		
COMMON OPEN SPACE	1,033 SF	
COURTYARD @ 3RD FLOOR	1,069 SF	
ROOF DECK	3,172 SF	
TOTAL		3,172 SF

TOTAL OPEN SPACE PROVIDED = 3,172 SF > TOTAL OPEN SPACE REQUIRED = 3,160 SF

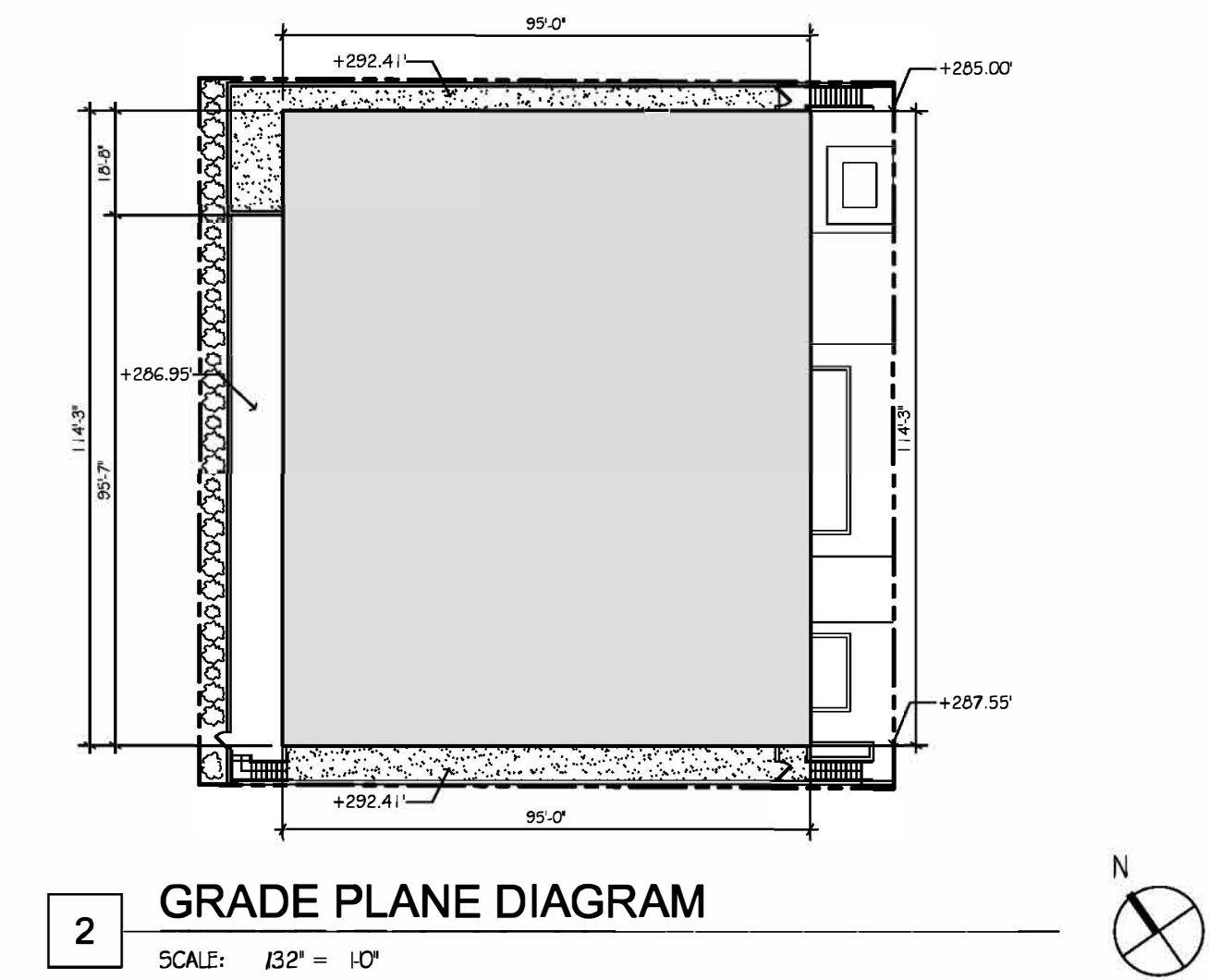
- TREES**

ONE 24" BOX TREE PER 4 UNITS 50.8 TREES REQUIRED AND PROVIDED.
- ZONING HEIGHT**

LOWEST POINT 5'-0" FROM BUILDING = 286.65'  
PARAPET = 342.65', SO ZONING CODE HEIGHT = 56.00' = 56'-0"
- BUILDING HEIGHT**

GRADE PLANE = 289.49' PARAPET = 342.65',  
SO THE BUILDING CODE HEIGHT = 53.16' (= 53'-2")
- GRADE PLANE CALCULATION**

((292.41' x 95'-0") + (292.41' x 18'-0") + (286.95' x 95'-7") + (292.41' x 95'-0") + ((285.00' + 287.55')/2) x 14'-3") /  
(95'-0" + 114'-3" + 95'-0" + 114'-43") = 289.49'



- 2 GRADE PLANE DIAGRAM**
- SCALE: 1/32" = 1'-0"
- BICYCLE PARKING**

PER ORDINANCE NO. 165480
- RESIDENTIAL BICYCLE PARKING**

LONG TERM:	1 PER UNIT	= 25
1 - 25 UNITS	1 PER 1.5 UNITS	= 3
25 - 32 UNITS		
TOTAL LONG TERM		28

SHORT TERM 1 PER 10 UNITS = 3

TOTAL REQUIRED & PROVIDED = 33



GRAMERCY APARTMENTS  
521 N. GRAMERCY PLACE  
LOS ANGELES, CA 90004

TITLE SHEET  
PLOT PLAN

ISSUED FOR REV.  
04.09.19 PLANNING SUBMITTAL

PROJECT:  
GRAMERCY

T-1.0



GRAMERCY APARTMENTS  
521 N. GRAMERCY PLACE  
LOS ANGELES, CA 90004

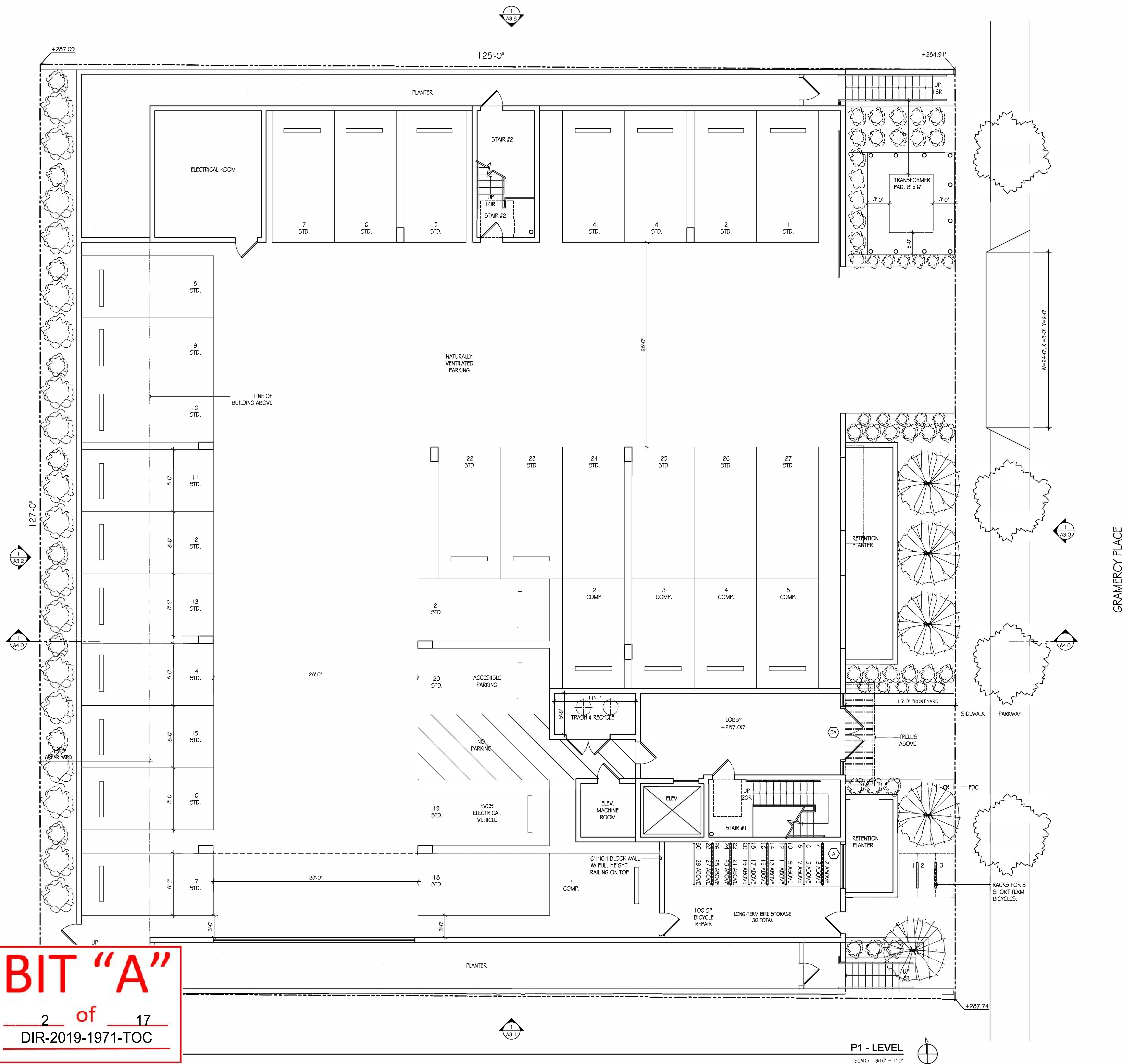
GROUND FLOOR PLAN

Original drawing size is 36" x 48"

ISSUED FOR: REV.  
04.09.19 PLANNING SUBMITTAL

PROJECT:  
GRAMERCY

A-2.0



**EXHIBIT "A"**  
Page No. 2 of 17  
Case No. DIR-2019-1971-TOC



## FIRST FLOOR

PROJECT:  
**GRAMERCY**

## A-2.1



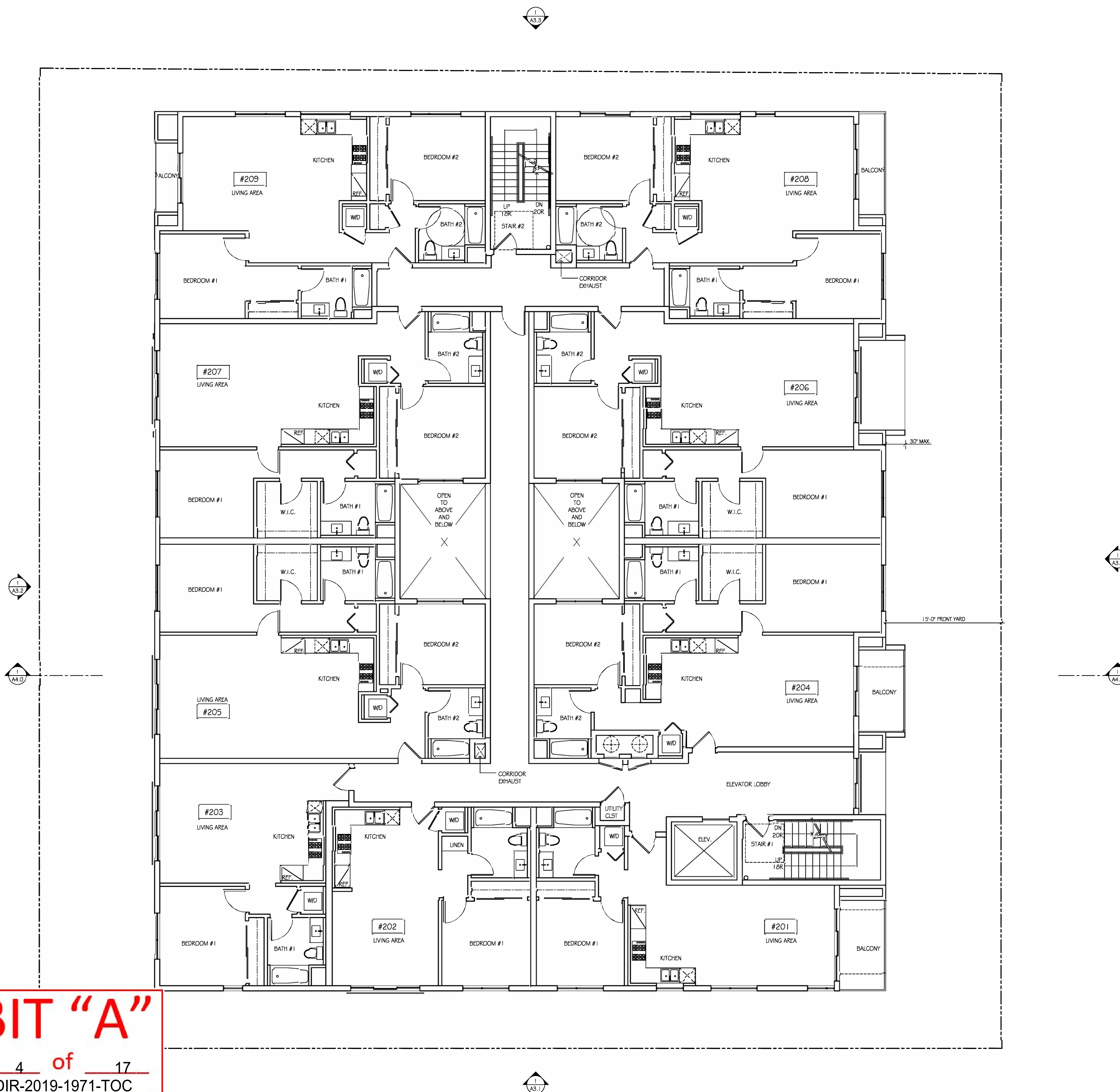


## SECOND FLOOR

[illegible]

PROJECT:  
**GRAMERCY**

## A-2.2



**EXHIBIT "A"**

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Case No. DIR-2019-1971-TOC

## SECOND FLOOR

SCALE:  $3/16" = 1'$



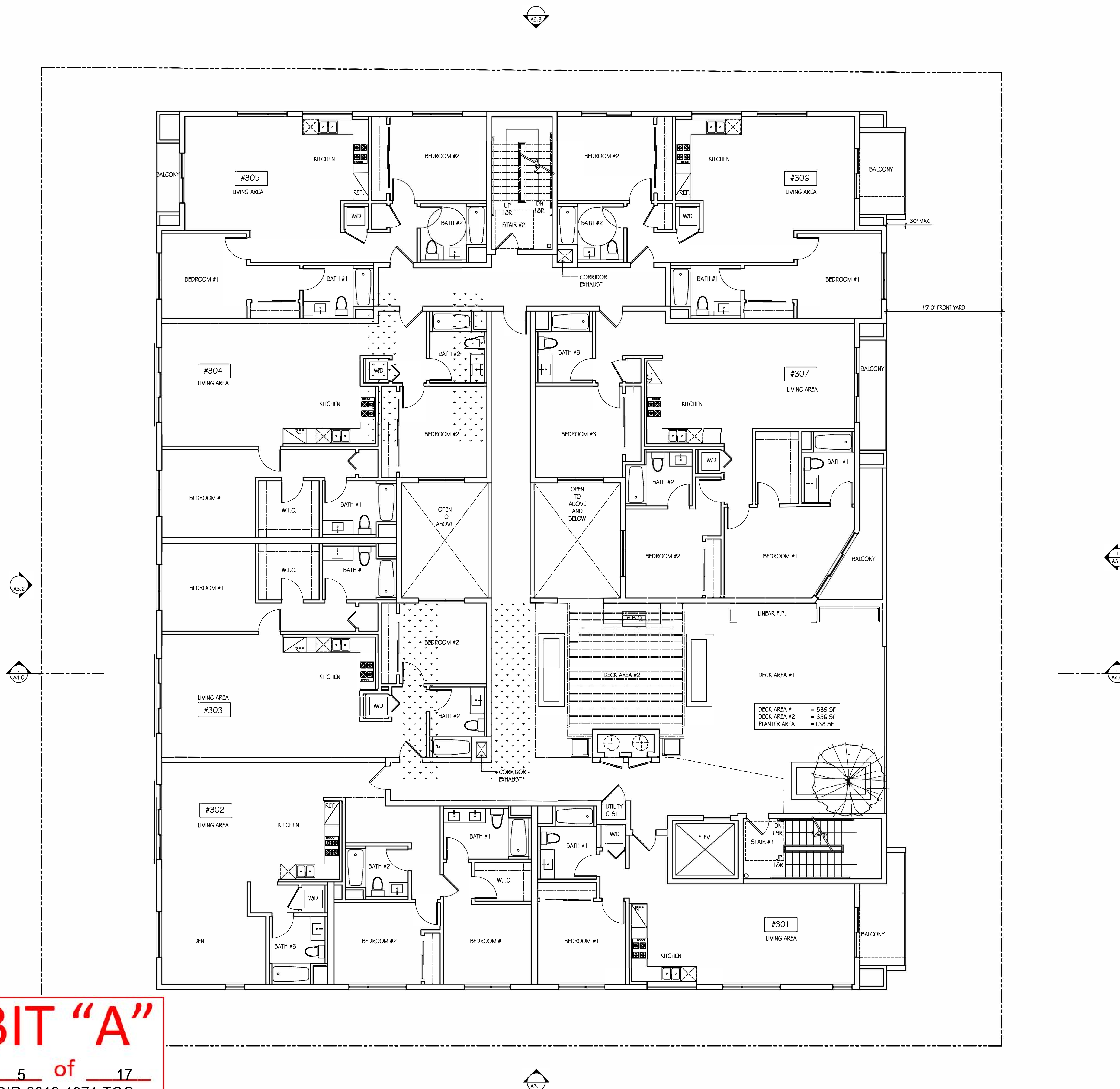


### THIRD FLOOR

[illegible]

PROJECT:  
**GRAMERCY**

### A-2.3



# EXHIBIT "A"

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THIRD FLOOR

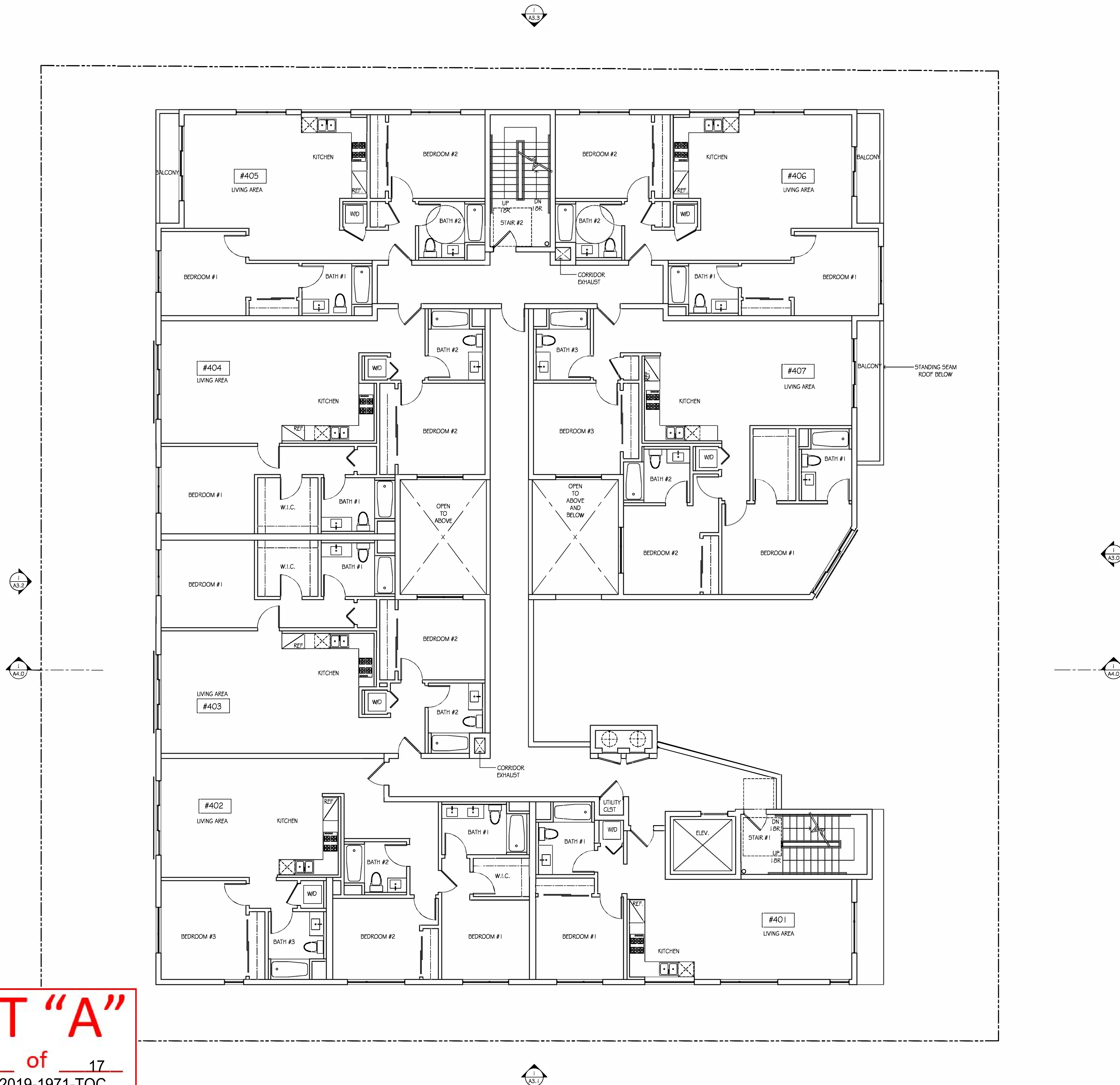




## FOURTH FLOOR

[illegible]

## A-2.4



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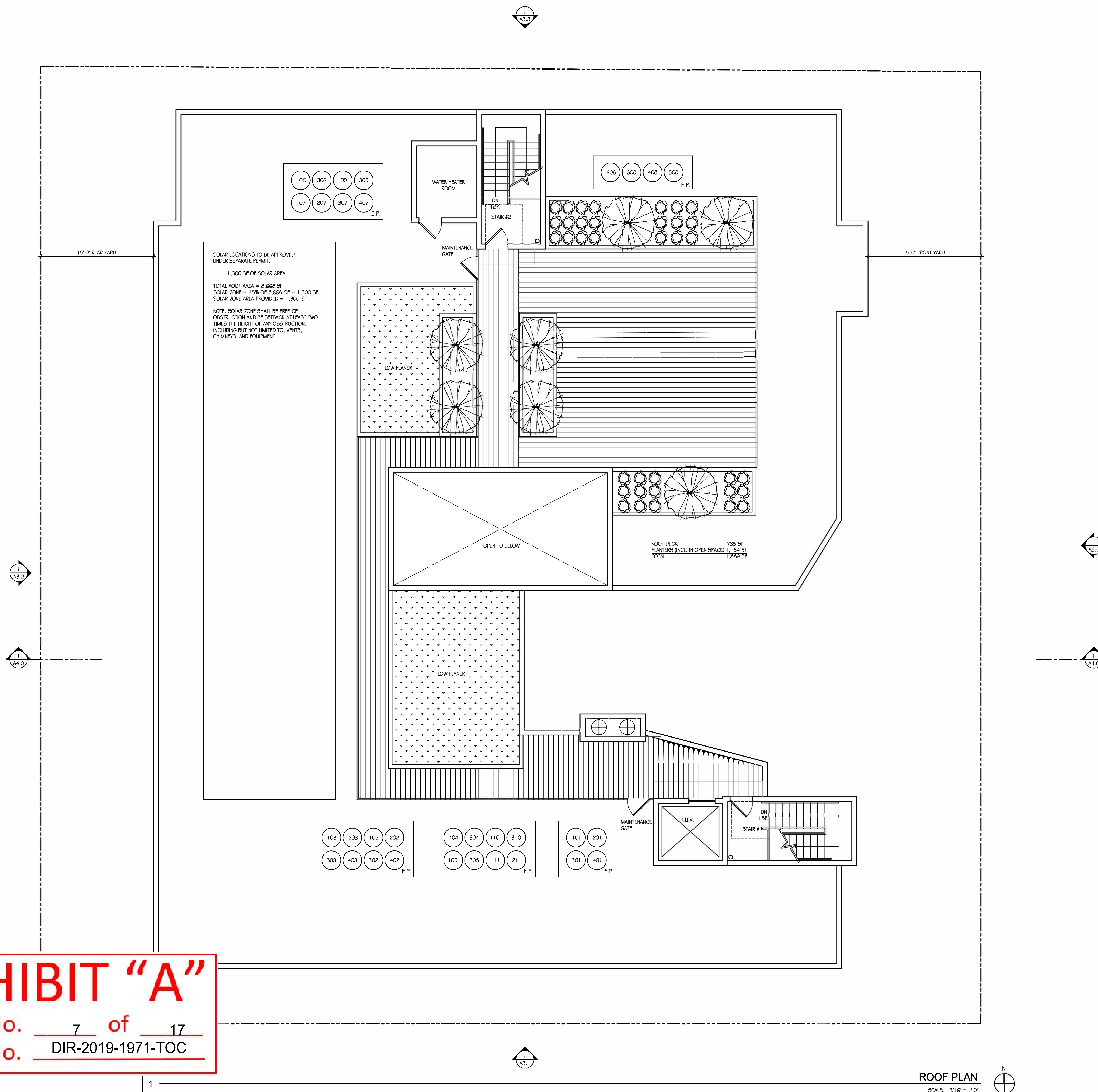
GRAMERCY APARTMENTS  
521 N. GRAMERCY PLACE  
LOS ANGELES, CA 90004

## ROOF PLAN

[illegible]

PROJECT:  
**GRAMERCY**

## A-2.5



**EXHIBIT "A"**

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Case No. DIR-2019-1971-TOC



GRAMERCY APARTMENTS  
521 N. GRAMERCY PLACE  
LOS ANGELES, CA 90004

## EAST ELEVATION

[illegible]

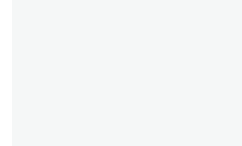
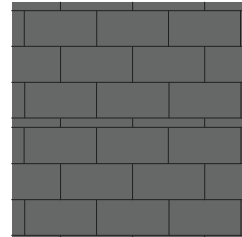
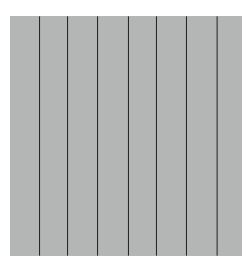

PROJECT:  
**GRAMERCY**

A-3.0



EAST ELEVATION (FRONT)

SCALE:  $3/16" = 1'-0"$

- |   |   |
|---|---|
|  | White Stucco  |
|  | Gray Stone  |
|  | Metal panel   |
|  | Resysta Facade,<br>Natural Fiber Compound,<br>Dark Siam |

**EXHIBIT "A"**

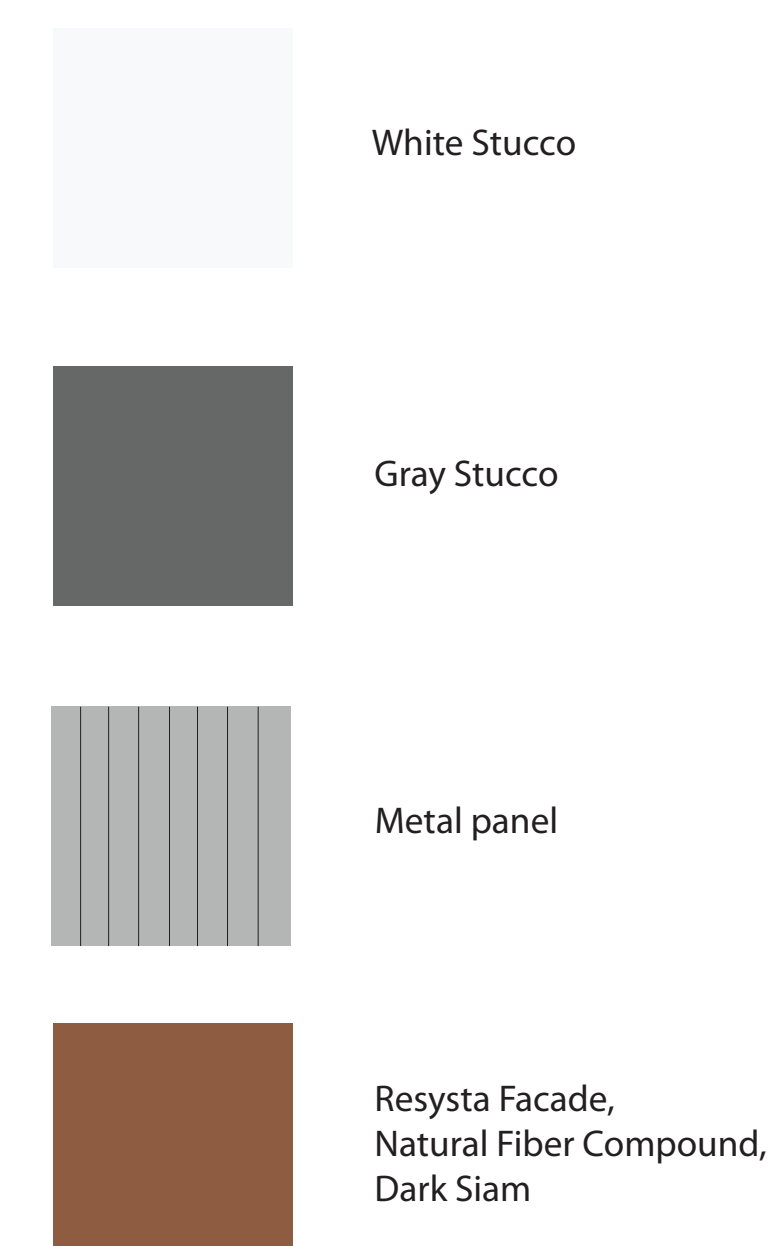
Page No. 8 of 17  
Case No. DIR-2019-1971-TOC



SOUTH ELEVATION

PROJECT:  
**GRAMERCY**

**A-3.1**



**EXHIBIT "A"**  
Page No. 9 of 17  
Case No. DIR-2019-1971-TOC



GRAMERCY APARTMENTS  
521 N. GRAMERCY PLACE  
LOS ANGELES, CA 90004

## WEST ELEVATION

[illegible]

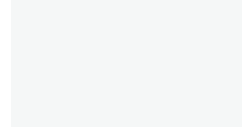



PROJECT:  
GRAMERCY

A-3.2



WEST ELEVATION (REAR)

SCALE: 3/16" = 1'-0"

- |   |   |
|---|---|
|  | White Stucco  |
|  | Gray Stucco   |
|  | Metal panel   |
|  | Resysta Facade,<br>Natural Fiber Compound,<br>Dark Siam |

# EXHIBIT "A"

Page No. 10 of 17  
Case No. DIR-2019-1971-TOC

GRAMERCY APARTMENTS  
521 N. GRAMERCY PLACE  
LOS ANGELES, CA 90004

NORTH ELEVATION

[illegible]

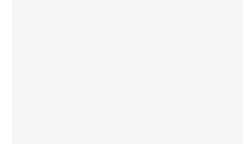
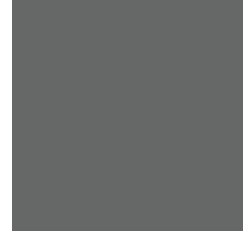
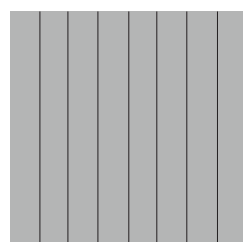
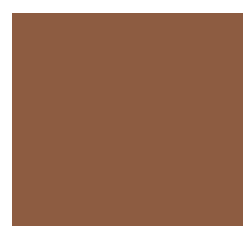
PROJECT:  
GRAMERCY

### A-3.3



NORTH ELEVATION (SIDE)

SCALE: 3/16" = 1'-0"

- |   |   |
|---|---|
|  | White Stucco  |
|  | Gray Stucco   |
|  | Metal panel   |
|  | Resysta Facade,<br>Natural Fiber Compound,<br>Dark Siam |

**EXHIBIT "A"**

Page No. 11 of 17  
Case No. DIR-2019-1971-TOC



## SECTION

[illegible]

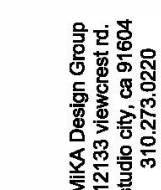
## A-4.0



SCALE: 3/16" = 1'-0"

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Case No. DIR-2019-1971-TOC





## PERSPECTIVE

PROJECT:  
**GRAMERCY**

1

SCALE: NA

Page No. 13 of 17  
Case No. DIR-2019-1971-TOC





1

PERSPECTIVE (LOOKING NORTH)

SCALE: N/A

# EXHIBIT "A"

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Case No. DIR-2019-1971-TOC

MIKA Design Group  
12133 viewcrest rd.  
tudio city, ca 91604  
310.273.0220

GRAMERCY APARTMENTS  
521 N. GRAMERCY PLACE  
LOS ANGELES, CA 90004

## PERSPECTIVE

ISSUED FOR	REV.
0.19 PLANNING SUBMITTAL	

PROJECT:  
**GRAMERCY**

## A-5.1





SCALE: NA

Page No. 15 of 17  
Case No. DIR-2019-1971-TOC

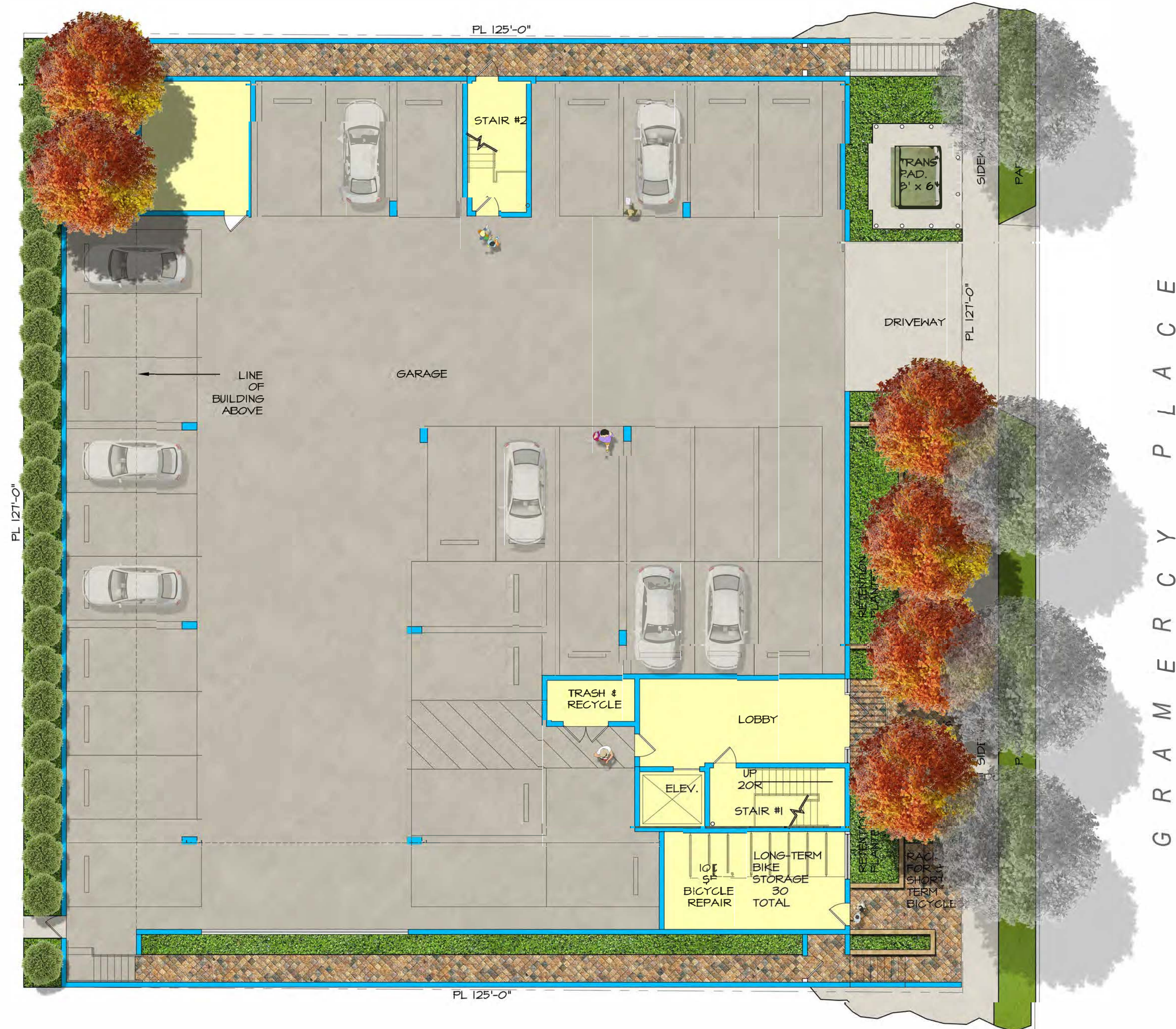
MIKA Design Group  
12133 viewcrest rd.  
tudio city, ca 91604  
310.273.0220

## PERSPECTIVE

04.09.19 PLANNING SUBMITTAL

## A-5.2





GROUND FLOOR PRELIMINARY PLANTING PLAN

SCALE: 1" = 10'-0"

EXHIBIT "A"

Page No. 16 of 17

Case No. DIR-2019-1971-TOC

 Susan E. McEowen  
LANDSCAPE ARCHITECT

Susan E. McEowen  
Landscape Architect 2180  
A California Corporation  
19197 Golden Valley Road, #924  
Santa Clarita, CA 91387  
Office: (661) 212-3335  
Email: susan@landarch.us

GROUND COVER LEGEND

SYMBOL	COMMON NAME	BOTANICAL NAME	SIZE / QUANTITY / WUCOLS
NO SYMBOL	MULCH	3" LAYER	IN ALL BEDS
	DYMONDIA MARGARETAE	DYMONDIA	FLATS / PLANT @ 6" OC EQ. TRI SPACING / LOW

LANDSCAPE POINT SYSTEM

REQUIRED			
REFERENCE NO.	UNIT TYPE	POINTS	SQ. FEET
N/A	ENTIRE SITE	20	15,906
TOTAL REQUIRED: 20			
PROVIDED			
A	6 TREE TAXON THAT DO NOT EXIST IN 1000 FT. RADIUS 5 PTS PER TREE UP TO 50% OF POINTS	10	N/A
B	4 - 24 INCH BOX STREET TREES - 1 PT PER TREE	4	N/A
D	PROVISION OF 50 SF OF PARKWAY PER STREET TREE - 2 PTS	8	
TOTAL PROVIDED:		22	

WATER MANAGEMENT POINT SYSTEM

REQUIRED			
REFERENCE NO.	UNIT TYPE	POINTS	SQ. FEET
N/A	ENTIRE SITE	100	15,906
TOTAL REQUIRED: 100			
PROVIDED			
N/A	AUTOMATIC CONTROLLERS	5	N/A
C	PLANTS ONCE ESTABLISHED THAT WILL REMAIN IN GOOD HEALTH WITH SUMMER WATER 243 X 2 PTS.	586	N/A
TOTAL PROVIDED:		591	

OPEN SPACE TABULATION

REQUIRED			
UNIT TYPE	QUANTITY	RATIO / DU	SQ. FEET
1 BEDROOM	14	100	1400
1 BEDROOM + LOFT	18	125	2250
TOTAL REQUIRED			3650
20% OPEN SPACE REDUCTION = 2,920 SF REQUIRED			
PROVIDED			
UNIT TYPE	QUANTITY	RATIO / DU	SQ. FEET
BALCONY	50 SQ. FT.	50	500
ROOF DECK	OPEN TO SKY	-	1345
COURTYARD	-	-	1033
TOTAL PROVIDED			2,920
TOTAL OPEN SPACE PROVIDED = 2,920 SF > TOTAL OPEN SPACE REQ. = 2,920 SF			

TREE LEGEND

SYMBOL	COMMON NAME	BOTANICAL NAME	SIZE / QUANTITY / TYPE / WUCOLS
	ACER PALMATUM	JAPANESE MAPLE	15 G / 1 / DECIDUOUS / MOD
C	MELALUECA NESOPHILA	PINK MELALEUCA	15 G / 5 / EVERGREEN / LOW
A C	ZELKOVA S. 'MUSASHINO'	COLUMNAR SAWLEAF ZELKOVA	24 INCH BOX / 6 / DECIDUOUS / LOW
B D	STREET TREE	PER URBAN FORESTRY	24 INCH BOX / 4

SHRUB LEGEND

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE / QUANTITY / WUCOLS
C	AGAVE S. 'BLUE FLAME'	BLUE FLAME AGAVE	5 GAL / 10 / 3' TALL X 3' WIDE / LOW
C	CHONDRPETALUM TECTORUM	CAPE RUSH	5 GAL / 40 / 2-3' TALL X 3' WIDE / LOW
C	ELYMUS C. 'CANYON PRINCE'	CANYON PRINCE GIANT RYE GRASS	5 GAL / 50 / 2-3' TALL X 3' WIDE / LOW
C	LANTANA 'NEW GOLD'	NEW GOLD LANTANAN	1 GAL / 80 / 12" TALL X 2' WIDE / LOW
C	NANDINA DOMESTICA	HEAVENLY BAMBOO	5 GAL / 35 / 6-8' TALL X 3' WIDE / LOW
C	OLEA EUROPAEA 'MONTRA'	LITTLE OLLIE OLIVE	5 GAL / 20 / 5' T X 5' W / LOW
C	PENNISETUM SETACEUM 'FIREWORKS'	FIREWORKS FOUNTAIN GRASS	5 GAL / 10 / 3' T X 2' W / LOW
C	SALVIA L. 'SANTA BARBARA'	SANTA BARBARA SAGE	5 GAL / 15 / 3' T X 3' W / LOW
C	WESTRINGIA F. 'MUNDI'	MUNDI WESTRINGIA	5 GAL / 20 / 2' TALL X 4-6' WIDE / LOW
B C	HARDENBERGIA V. 'HAPPY WANDERER'	PURPLE VINE LILAC	15 GAL / 2 / LOW / TRAIN ON WALL

CVS - CULTIVATED VARIETIES (BOTANY)



These drawings were prepared by Susan E. McEowen, a Licensed Landscape Architect, and all information contained herein is the property of Susan E. McEowen. No part of these drawings may be reproduced or transmitted in any form or by any means electronic or mechanical, including photocopying, recording, or by any information storage and retrieval system, without permission in writing from Susan E. McEowen.







# **Exhibit D**

**Categorical Exemption**

**ENV-2019-1972-CE**



COUNTY CLERK'S USE

## CITY OF LOS ANGELES

OFFICE OF THE CITY CLERK  
200 NORTH SPRING STREET, ROOM 395  
LOS ANGELES, CALIFORNIA 90012

## CALIFORNIA ENVIRONMENTAL QUALITY ACT

## NOTICE OF EXEMPTION

(PRC Section 21152; CEQA Guidelines Section 15062)

Filing of this form is optional. If filed, the form shall be filed with the County Clerk, 12400 E. Imperial Highway, Norwalk, CA 90650, pursuant to Public Resources Code Section 21152(b) and CEQA Guidelines Section 15062. Pursuant to Public Resources Code Section 21167 (d), the posting of this notice starts a 35-day statute of limitations on court challenges to reliance on an exemption for the project. Failure to file this notice as provided above, results in the statute of limitations being extended to 180 days.

PARENT CASE NUMBER(S) / REQUESTED ENTITLEMENTS

DIR-2019-1971-TOC/ TOC

LEAD CITY AGENCY

City of Los Angeles (Department of City Planning)

CASE NUMBER

ENV-2019-1972-CE

PROJECT TITLE

COUNCIL DISTRICT

4

PROJECT LOCATION (Street Address and Cross Streets and/or Attached Map)

☐ Map attached.

521-525 ½ North Gramercy Place

PROJECT DESCRIPTION:

☐ Additional page(s) attached.

The proposed project includes the construction, use, and maintenance of a new 32-unit, five-story, 56-foot tall residential development over a ground floor parking level. The project will set aside two (2) units for Extremely Low Income Households, two (2) units for Very Low Income Households, and one (1) unit for Low Income Households. In total, the proposed development will encompass a total of 37,135 square feet of floor area resulting in a Floor Area Ratio (FAR) of 3.34 to 1. The project proposes a total of 32 parking spaces, 30 long-term bicycle spaces, and three (3) short-term bicycle spaces. The unit mix will be comprised of eight (8) one-bedroom units, 21 two-bedroom units, and three (3) three-bedroom units. A total of 3,172 square feet of open space will be provided throughout the proposed project. The project will maintain a 15-foot front yard, a 7-foot southern side yard, a 5-foot northern side yard, and a 15-foot rear yard.

NAME OF APPLICANT / OWNER:

David Hanasab, Gramercy Holdings 26, LLC

CONTACT PERSON (If different from Applicant/Owner above)

Matthew Hayden, Hayden Planning

(AREA CODE) TELEPHONE NUMBER

(310) 614-2964

EXT.

EXEMPT STATUS: (Check all boxes, and include all exemptions, that apply and provide relevant citations.)

## STATE CEQA STATUTE &amp; GUIDELINES

☐ STATUTORY EXEMPTION(S)

Public Resources Code Section(s) \_\_\_\_\_

☒ CATEGORICAL EXEMPTION(S) (State CEQA Guidelines Sec. 15301-15333 / Class 1-Class 33)CEQA Guideline Section(s) / Class(es) 15332/Class 32☐ OTHER BASIS FOR EXEMPTION (E.g., CEQA Guidelines Section 15061(b)(3) or (b)(4) or Section 15378(b) )

JUSTIFICATION FOR PROJECT EXEMPTION:

☒ Additional page(s) attached☒ None of the exceptions in CEQA Guidelines Section 15300.2 to the categorical exemption(s) apply to the Project.☒ The project is identified in one or more of the list of activities in the City of Los Angeles CEQA Guidelines as cited in the justification.

IF FILED BY APPLICANT, ATTACH CERTIFIED DOCUMENT ISSUED BY THE CITY PLANNING DEPARTMENT STATING THAT THE DEPARTMENT HAS FOUND THE PROJECT TO BE EXEMPT.

If different from the applicant, the identity of the person undertaking the project.

## CITY STAFF USE ONLY:

CITY STAFF NAME AND SIGNATURE

Joann Lim

STAFF TITLE

City Planning Associate

ENTITLEMENTS APPROVED

TOC

FEE:

\$5,774.00

RECEIPT NO.

0301151187

REC'D. BY (DCP DSC STAFF NAME)

Trevor Martin

DISTRIBUTION: County Clerk, Agency Record

Rev. 3-27-2019

**DEPARTMENT OF  
CITY PLANNING**

COMMISSION OFFICE  
(213) 978-1300

CITY PLANNING COMMISSION

SAMANTHA MILLMAN  
PRESIDENT

VAHID KHORSAND  
VICE-PRESIDENT

DAVID H. J. AMBROZ  
CAROLINE CHOE  
KAREN MACK

MARC MITCHELL  
VERONICA PADILLA-CAMPOS  
DANA M. PERLMAN  
VACANT

**CITY OF LOS ANGELES  
CALIFORNIA**



ERIC GARCETTI  
MAYOR

**EXECUTIVE OFFICES**

200 N. SPRING STREET, ROOM 525  
LOS ANGELES, CA 90012-4801  
(213) 978-1271

VINCENT P. BERTONI, AICP  
DIRECTOR

KEVIN J. KELLER, AICP  
EXECUTIVE OFFICER

SHANA M.M. BONSTIN  
DEPUTY DIRECTOR

TRICIA KEANE  
DEPUTY DIRECTOR

ARTHI L. VARMA, AICP  
DEPUTY DIRECTOR

LISA M. WEBBER, AICP  
DEPUTY DIRECTOR

## JUSTIFICATION FOR PROJECT EXEMPTION CASE NO. ENV-2019-1972-CE

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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:

### **Project Description:**

The project is located at 517-525 ½ North Gramercy Place in the Wilshire Community Plan Area. The subject property was previously improved with seven (7) dwelling units which were demolished

The proposed project includes the construction, use, and maintenance of a new 32-unit, five-story, 56-foot tall residential development over a ground floor parking level. The project will set aside two (2) units for Extremely Low Income Households, two (2) units for Very Low Income Households, and one (1) unit for Low Income Households. In total, the proposed development will encompass a total of 37,135 square feet of floor area resulting in a Floor Area Ratio (FAR) of 3.34 to 1. The project proposes a total of 32 parking spaces, 30 long-term bicycle spaces, and three (3) short-term bicycle spaces. The unit mix will be comprised of eight (8) one-bedroom units, 21 two-bedroom units, and three (3) three-bedroom units. A total of 3,172 square feet of open space will be provided throughout the proposed project. The project will maintain a 15-foot front yard, a 7-foot southern side yard, a 5-foot northern side yard, and a 15-foot rear yard.

The project requires the following:

- 1) Pursuant to Los Angeles Municipal Code (LAMC) Section 12.22-A,31, a 60% increase in density consistent with the provisions of the Transit Oriented Communities Affordable Housing Incentive Program along with the following three (3) incentives for a Tier 2 project totaling 32 dwelling units, reserving two (2) units for Extremely Low Income (ELI) and two (2) units for Low Income (LI) Household occupancy for a period of 55 years:
  - a. **Yards.** A 30% reduction in the required northern side yard to allow five (5) feet in lieu of the minimum seven (7) feet required;
  - b. **Height.** An increase of one (1) additional story up to 11 additional feet;

**c. Open Space.** A 20% reduction of the required open space.

The project is requesting additional actions including but not limited to grading, excavation, haul route (350 cubic yards), and building permits.

**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**

Class 32 consists of projects characterized as in-fill development meeting the conditions described below:

- 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 proposed project includes the construction, use, and maintenance of a new 32-unit, five-story, 56-foot tall residential development over a ground floor parking level. The project will set aside three (3) units (15 percent of the base density) of the 32 units for Extremely Low Income Households and two (2) units (10 percent of the base density) of the 32 units for Moderate Income Households. In total, the proposed development will encompass a total of 37,135 square feet of floor area resulting in a Floor Area Ratio (FAR) of 3.34 to 1. The project proposes a total of 32 parking spaces, 30 long-term bicycle spaces, and three (3) short-term bicycle spaces. The unit mix will be comprised of eight (8) one-bedroom units, 21 two-bedroom units, and three (3) three-bedroom units. A total of 3,172 square feet of open space will be provided throughout the proposed project. The project will maintain a 15-foot front yard, a 7-foot southern side yard, a 5-foot northern side yard, and a 15-foot rear yard. The project also includes the export of 350 cubic yards of earth. The proposed project is characterized as in-fill development, and therefore qualifies for the Class 32 Categorical Exemption.

The project is located within the Wilshire Community Plan which designates the subject property for Medium Residential land uses with a corresponding zone of R3. The subject property is zoned R3-1. The proposed residential development with 15 percent of the base density set aside for Extremely Low Income Households and 10 percent of the base density set aside for Moderate Income Households 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 and approximately 0.37 acres total in size. Surrounding properties are zoned R3-1 and are generally developed with a mixture of single family and multi-family residential developments. The site is currently developed and surrounded

by development and therefore has no value as a habitat for endangered, rare or threatened species.

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

- The project would not result in any significant impacts related to traffic. The 32-unit multi-family residential development falls below the 36-unit threshold for the traffic analysis consideration of a multi-family development project.
- An Air Quality Technical Report, prepared by Pomeroy Environmental Services, and dated June, 2019, indicated that the project would result in less than significant air quality impacts.
- A Noise Technical Report, prepared by Pomeroy Environmental Services, and dated June, 2019, indicated that the project would result in less than significant noise impacts.
- The project will be subject to Regulatory Compliance Measures, which require compliance with the City of Los Angeles Noise Ordinance, pollutant discharge, dewatering, stormwater conditions; and Best Management Practices for stormwater runoff.

The project site is currently and will continue to be adequately served by all public utilities and services. The proposed project is required to adhere to all applicable regulatory compliance measures during construction, operation and maintenance of the proposed building.

#### 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. 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 a 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 Angeles 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.

## Matthew Hayden

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**From:** Wes Pringle <wes.pringle@lacity.org>  
**Sent:** Thursday, June 6, 2019 9:49 AM  
**To:** Matthew Hayden  
**Subject:** Re: DIR-2019-1971-TOC: 521 N Gramercy Place DOT Referral Form

Hi Matthew,

You are correct, a 30 unit development does not require any transportation analysis and the referral form is not necessary. Are you indicating that you want me to complete the form anyway?

Wes

On Thu, May 30, 2019 at 1:36 PM Matthew Hayden <[matthew@haydenplanning.com](mailto:matthew@haydenplanning.com)> wrote:

Hi Wes,

The case planner, Joann Lim (213-978-1341/[joann.lim@lacity.org](mailto:joann.lim@lacity.org)), for the above referenced City Planning case, has requested the applicant obtain a DOT referral form.

The project is a 32-unit apartment building and should be exempt per the criteria on the form?

Could you please complete the form for her. Let me know if I should send to someone else and/or need to pay a review fee. If so, please send the credit card processing information and I'll have it processed right away.

Let me know if you need anything else.

Regards,

Matthew

---



Matthew Hayden

**Hayden Planning**

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Los Angeles, CA 90034

Ph. 310-614-2964

Em. [matthew@haydenplanning.com](mailto:matthew@haydenplanning.com)

--

**Weston Pringle, P.E.**

Transportation Engineer  
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Los Angeles, CA 90012

Los Angeles Department of Transportation

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**Air Quality & Noise Analyses**  
**Gramercy Multi-Family Development**  
517 - 525 ½ N. Gramercy Place  
Los Angeles, California 90004

Prepared by:



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June 2019

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**Appendices**

Appendix A:	Air Quality Data
Appendix B:	Noise Monitoring Data

## **1.0 INTRODUCTION**

The purpose of this report is to examine the degree to which the Project may result in significant environmental impacts with respect to air quality emissions and noise and vibration. Both short-term construction emissions occurring from activities such as site grading and haul truck trips, and operational emissions of the Project are discussed in this report. The potential for the Project to conflict with or obstruct implementation of the applicable air quality plan, to violate an adopted air quality standard or contribute substantially to an existing or projected air quality violation, to result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is designated to be in non-attainment, to expose sensitive receptors to substantial pollutant concentrations, or to create objectionable odors affecting a substantial number of people are discussed herein. Additionally, this report includes an evaluation of potential impacts associated with substantial temporary and permanent increases in ambient noise levels in the vicinity of the Project Site; exposure of people in the vicinity of the Project Site to excessive noise or groundborne vibration levels; and whether exposure is in excess of standards established in the City. This report can be attached to or kept on file for CEQA documentation.

## **2.0 PROJECT OVERVIEW**

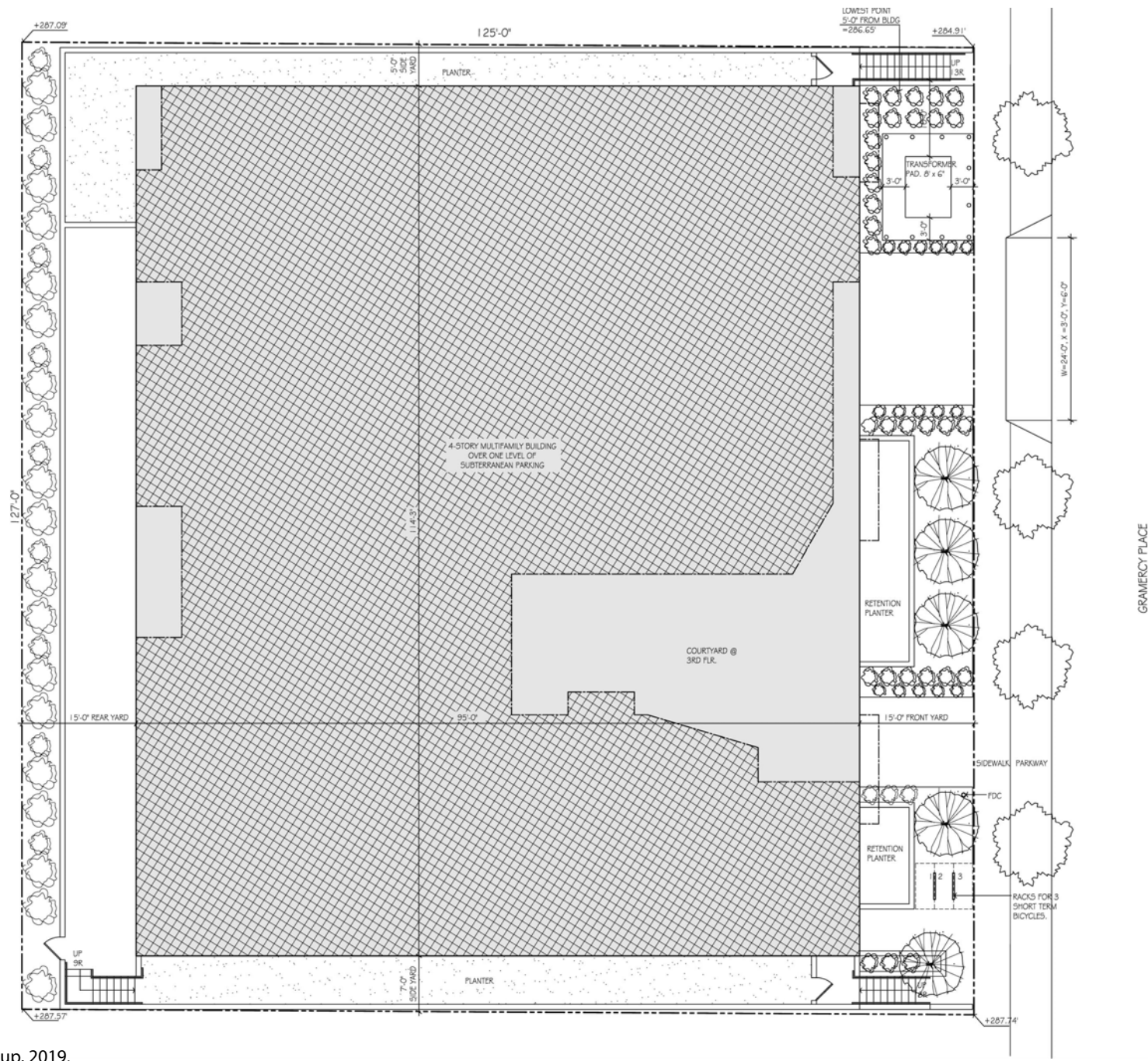
The Project Site is located at 517-525 ½ N. Gramercy Place in the Wilshire Community Plan area of the City. The Project Site is approximately 15,906 square feet (0.37 acres) in size and is currently vacant. See Figure 1, Aerial Photograph of the Project Site. The Project proposes the development of a new 4-story, 32-unit affordable housing project with 32 parking spaces in one level parking. See Figure 2, Project Site Plan. Approximately 350 cubic yards of soil will be exported. This analysis assumes the Project will be operational in 2021.

The Project Site is located along N. Gramercy Place and is generally bounded by Clinton Street to the north, W. Maplewood Avenue to the south, and N. Wilton Place to the west. The site is zoned R3-1 and has a General Plan Designation of “Medium Residential.” Developments within the vicinity of the Project Site consist primarily of single-family and multi-family residences. The Project is served by Metro Local lines 10/48 and 207, and the LADOT Transit Hollywood/Wilshire DASH line.









Source: MiKA Design Group, 2019.

### 3.0 AIR QUALITY ANALYSIS

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

- a) Conflict with or obstruct implementation of the applicable air quality plan;
- b) 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; and/or
- d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

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

The South Coast Air Quality Management District SCAQMD is directly responsible for reducing emissions from stationary (area and point), mobile, and indirect sources to meet federal and State ambient air quality standards. It has responded to this requirement by preparing a series of Air Quality Management Plans (AQMPs). The most recent of these was adopted by the Governing Board of the SCAQMD on March 3, 2017. This AQMP, referred to as the 2016 AQMP, was prepared to comply with the federal and State Clean Air Acts and amendments, to accommodate growth, to reduce the high levels of pollutants in the Basin, to meet federal and State air quality standards, and to minimize the fiscal impact that pollution control measures have on the local economy. The 2016 AQMP identifies the control measures that will be implemented over a 15-year horizon to reduce major sources of pollutants. Implementation of control measures established in the previous AQMPs has substantially decreased the population's exposure to unhealthful levels of pollutants, even while substantial population growth has occurred within the Basin. The future air quality levels projected in the 2016 AQMP are based on several assumptions. For example, the SCAQMD assumes that general new development within the Basin will occur in accordance with population growth and transportation projections identified by the Southern California Association of Governments (SCAG) in its most current version of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), which was adopted April 7, 2016. The 2016 AQMP also assumes that general development projects will include strategies (mitigation measures) to reduce emissions generated during construction and operation in accordance with SCAQMD and local jurisdiction regulations, which are designed to address air quality impacts and pollution control measures.

For development projects, SCAQMD recommends that consistency with the current AQMP be determined by comparing the population generated by a project to the population projections used in the development of the AQMP. As mentioned above, the Project is located within the Wilshire Community

Plan area. As part of the City's General Plan, the Wilshire Community Plan (Community Plan) was adopted in 2001 and sets forth goals, objectives, policies, and implementation programs that pertain to the Wilshire area. The Community Plan offers projections for population, housing, and employment for the area up to the year 2010. Since the Project is expected to become operational in 2021 this report analyzes compliance with the AQMP through SCAG's population estimates in the 2016 RTP/SCS as they are the most current estimates. Projects that are consistent with SCAG's applicable growth projections would not interfere with air quality attainment because this growth is included in the projections used in the formulation of the 2016 AQMP. As such, projects, land uses, and activities that are consistent with the applicable assumptions used in the development of the AQMP would not jeopardize attainment of the air quality levels identified in the AQMP. The Project would comply with all SCAQMD rules and regulations that are applicable to the Project; the Project Applicant is not requesting any exemptions from the currently adopted or proposed SCAQMD rules.

The Project proposes the development of a new 4-story, 32-unit affordable housing project with 32 parking spaces in one level of parking. As part of its comprehensive planning process for the Southern California region, SCAG has divided its jurisdiction into 14 subregions. The Project Site is located within the City of Los Angeles subregion, which includes all areas within the boundaries of the City of Los Angeles. SCAG's 2012 housing estimates for the City are 1,325,500 total housing units and estimates the housing of the City will increase to 1,690,300 housing units by 2040, a 27.5 percent increase.<sup>1</sup> The Project's addition of 32 housing units would account for 0.009 percent of the total housing unit growth from 2012 to 2040. Thus, the Project's relatively small increase in housing would not have the potential to conflict with the regional growth projections for the Los Angeles subregion. In addition, and further discussed herein, the Project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. Thus, the Project would not impair implementation of the AQMP, and this impact would be less than significant.

**b)** A significant impact may occur if a project would add a considerable cumulative contribution to federal or State non-attainment pollutant. Measurements of ambient concentrations of the criteria pollutants are used by the U.S. EPA and the California Air Resources Board (ARB) to assess and classify the air quality of each air basin, county, or, in some cases, a specific urbanized area. The classification is determined by comparing actual monitoring data with national and State standards. If a pollutant concentration in an area is lower than the standard, the area is classified as being in "attainment." If the pollutant exceeds the standard, the area is classified as a "non-attainment" area. If there is not enough data available to determine whether the standard is exceeded in an area, the area is designated "unclassified." Attainment status of the Basin with regard to the national ambient air quality standards (NAAQS) and California

---

<sup>1</sup> Southern California Association of Governments, 2016-2040 Regional Transportation Plan/Sustainable Communities Strategies, Demographics and Growth Forecast Appendix, Adopted April 2016, website: [http://scagrtpscscs.net/Documents/2016/final/f2016RTPSCS\\_DemographicsGrowthForecast.pdf](http://scagrtpscscs.net/Documents/2016/final/f2016RTPSCS_DemographicsGrowthForecast.pdf), page 24 accessed: June 2019.



ambient air quality standards (CAAQS) are shown in Table 1, Attainment Status for the South Coast Air Basin. As shown, the Basin is in nonattainment for ozone, PM<sub>10</sub> and PM<sub>2.5</sub>.

**Table 1**  
**Attainment Status for the South Coast Air Basin**

Pollutant	Attainment Status	
	NAAQS	CAAQS
Ozone (1-Hour)	Non-Attainment (Extreme)	Non-Attainment
Ozone (8-Hour)	Pending – Expect Non-Attainment (Extreme)	Non-Attainment
Carbon Monoxide (1- & 8-hour)	Attainment (Maintenance)	Attainment
Nitrogen Dioxide (1-Hour)	Unclassifiable/Attainment	Attainment
Nitrogen Dioxide (Annual)	Attainment (Maintenance)	Attainment
Sulfur Dioxide (1-Hour)	Designations Pending (expect Unclassified/Attainment)	Attainment
Sulfur Dioxide (24-Hour & Annual)	Unclassified/Attainment	attainment
PM <sub>10</sub> (24-Hour)	Attainment (Maintenance)	Non-Attainment
PM <sub>10</sub> (Annual)	N/A	Non-Attainment
PM <sub>2.5</sub> (24-Hour)	Non-Attainment (Serious)	N/A
PM <sub>2.5</sub> (Annual)	Non-Attainment (Moderate)	Non-Attainment
Lead	Non-Attainment (Partial)	Attainment
Source: SCAQMD, Air Quality Management Plan Appendix II website: <a href="http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/appendix-ii.pdf?sfvrsn=4">http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/appendix-ii.pdf?sfvrsn=4</a> , accessed: June 2019.		

Because the South Coast Air Basin is currently in nonattainment for ozone, PM<sub>10</sub> and PM<sub>2.5</sub>, related projects may exceed an air quality standard or contribute to an existing or projected air quality exceedance. With respect to determining the significance of the Project contribution, the SCAQMD neither recommends quantified analyses of construction and/or operational emissions from multiple development projects nor provides methodologies or thresholds of significance to be used to assess the cumulative emissions generated by multiple cumulative projects. Instead, the SCAQMD recommends that a project's potential contribution to cumulative impacts be assessed utilizing the same significance criteria as those for project specific impacts. Furthermore, the SCAQMD states that if an individual development project generates less-than-significant construction or operational emissions impacts, then the development project would not contribute to a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment.<sup>2</sup>

A project may have a significant impact if project-related emissions would exceed federal, state, or regional standards or thresholds, or if project-related emissions would substantially contribute to an existing or projected air quality violation. The Project Site is located in the South Coast Air Basin (Basin).

<sup>2</sup> South Coast Air Quality Management District, White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution, Appendix A, August 2003.

The South Coast Air Quality Management District (SCAQMD) is the air pollution control agency for the Basin. To address potential impacts from construction and operational activities, the SCAQMD currently recommends that impacts from projects with mass daily emissions that exceed any of the thresholds outlined in Table 2, SCAQMD Thresholds of Significance, be considered significant. The City defers to these thresholds for the evaluation of construction and operational air quality impacts.

**Table 2**  
**SCAQMD Thresholds of Significance**

<b>Pollutant</b>	<b>Construction Thresholds (lbs/day)</b>	<b>Operational Thresholds (lbs/day)</b>
Volatile Organic Compounds (VOC)	75	55
Nitrogen Oxides (NO <sub>x</sub> )	100	55
Carbon Monoxide (CO)	550	550
Sulfur Oxides (SO <sub>x</sub> )	150	150
Particulate Matter (PM <sub>10</sub> )	150	150
Fine Particulate Matter (PM <sub>2.5</sub> )	55	55
<i>Note: lbs = pounds.</i> <i>Source: SCAQMD CEQA Handbook (SCAQMD, 1993), SCAQMD Air Quality Significance Thresholds, website: <a href="http://aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2">http://aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2</a>; accessed: June 2019.</i>		

### Regional Construction Emissions

For purposes of analyzing impacts associated with air quality, this analysis assumes a construction schedule of approximately 18 months, which is a conservative estimate and yields the maximum daily impacts. Construction activities would be undertaken in two main steps: (1) grading and foundation preparation and (2) building construction. Grading and site preparation would occur for approximately one month with an export of approximately 350 cubic yards of soil. Building construction would occur for approximately 17 months. This phase would include the construction of the proposed structure, connection of utilities, laying irrigation for landscaping, architectural coatings, and landscaping the Project Site.

These construction activities would temporarily create emissions of dusts, fumes, equipment exhaust, and other air contaminants. Construction activities involving grading and site preparation would primarily generate PM<sub>2.5</sub> and PM<sub>10</sub> emissions. Mobile sources (such as diesel-fueled equipment onsite and traveling to and from the Project Site) would primarily generate NO<sub>x</sub> emissions. The application of architectural coatings would primarily result in the release of ROG emissions. The amount of emissions generated on a daily basis would vary, depending on the amount and types of construction activities occurring at the same time. The analysis of daily construction emissions has been prepared utilizing the California Emissions Estimator Model (CalEEMod 2016.3.2) recommended by the SCAQMD to quantify the estimated daily emissions associated with Project construction. The results are presented in Table 3, Estimated Peak Daily Construction Emissions, which identifies daily emissions that are estimated to occur on peak construction days for each construction phase.

**Table 3**  
**Estimated Peak Daily Construction Emissions**

Emissions Source	Emissions in Pounds per Day					
	ROG	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Grading/Site Preparation Phase</b>						
Fugitive Dust	--	--	--	--	0.35	0.19
Off-Road Diesel Equipment	0.70	7.00	7.22	0.01	0.39	0.36
On-Road Diesel (Hauling)	0.02	0.58	0.14	0.01	0.04	0.01
Worker Trips	0.05	0.04	0.40	0.01	0.11	0.03
<b>Total Emissions</b>	<b>0.77</b>	<b>7.62</b>	<b>7.76</b>	<b>0.03</b>	<b>0.89</b>	<b>0.59</b>
SCAQMD Thresholds	75.00	100.00	550.00	150.00	150.00	55.00
Significant Impact?	No	No	No	No	No	No
<b>Building Construction Phase</b>						
Building Construction Off-Road Diesel Equipment	1.89	13.57	12.69	0.02	0.78	0.74
Building Construction Vendor Trips	0.02	0.53	0.15	0.01	0.03	0.01
Building Construction Worker Trips	0.14	0.10	1.08	0.01	0.30	0.08
Architectural Coatings	5.34	--	--	--	--	--
Architectural Coating Off-Road Diesel Equipment	0.22	1.53	1.82	0.01	0.09	0.09
Architectural Coatings Worker Trips	0.02	0.02	0.18	0.01	0.06	0.02
<b>Total Emissions</b>	<b>7.63</b>	<b>15.75</b>	<b>15.92</b>	<b>0.06</b>	<b>1.26</b>	<b>0.94</b>
SCAQMD Thresholds	75.00	100.00	550.00	150.00	150.00	55.00
Significant Impact?	No	No	No	No	No	No
<i>Note: Calculations assume compliance with SCAQMD Rule 403 – Fugitive Dust. Calculation sheets are provided in Appendix A to this report.</i>						

These calculations assume compliance with SCAQMD Rule 1113 – Architectural Coatings and appropriate dust control measures would be implemented as part of the Project during each phase of development as required by SCAQMD Rule 403 – Fugitive Dust. Specific Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes (at least two times per day), applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project Site, and maintaining effective cover over exposed areas. As shown in Table 3, construction-related daily emissions associated with the Project would not exceed any regional SCAQMD significance thresholds for criteria pollutants during the construction phases. Therefore, regional construction impacts are considered to be less than significant. Localized air quality emissions are addressed under Question 3(d) below.

**Regional Operational Emissions**

The Project proposes the development of a new 4-story, 32-unit affordable housing project with 32 parking spaces in one level of parking. Operational emissions generated by area sources, motor vehicles and energy demand would result from normal day-to-day activities of the Project. The analysis of daily operational emissions associated with the Project has been prepared utilizing CalEEMod 2016.3.2 recommended by the SCAQMD. The results of these calculations are presented in Table 4, Estimated Daily Operational Emissions. As shown, the operational emissions generated by the Project would not exceed the regional thresholds of significance set by the SCAQMD. Therefore, impacts associated with regional operational emissions from the Project would be less than significant. Localized air quality emissions are addressed under Question 3(d) below.

**Table 4**  
**Estimated Daily Operational Emissions**

Emissions Source	Emissions in Pounds per Day					
	ROG	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Summertime (Smog Season) Emissions</b>						
Area Sources	0.94	0.51	2.85	<0.01	0.05	0.05
Energy Demand	<0.01	0.07	0.03	<0.01	<0.01	<0.01
Mobile (Motor Vehicles)	0.41	1.94	5.67	0.02	1.56	0.43
<b>Total Project Emissions</b>	<b>1.36</b>	<b>2.53</b>	<b>8.55</b>	<b>0.02</b>	<b>1.62</b>	<b>0.49</b>
SCAQMD Thresholds	55.00	55.00	550.00	150.00	150.00	55.00
Potentially Significant Impact?	No	No	No	No	No	No
<b>Wintertime (Non-Smog Season) Emissions</b>						
Area Sources	0.94	0.51	2.85	<0.01	0.05	0.05
Energy Demand	<0.01	0.07	0.03	<0.01	<0.01	<0.01
Mobile (Motor Vehicles)	0.40	2.00	5.38	0.02	1.56	0.43
<b>Total Project Emissions</b>	<b>1.35</b>	<b>2.58</b>	<b>8.26</b>	<b>0.02</b>	<b>1.62</b>	<b>0.49</b>
SCAQMD Thresholds	55.00	55.00	550.00	150.00	150.00	55.00
Potentially Significant Impact?	No	No	No	No	No	No
<i>Note: Column totals may not add due to rounding from the model results. Calculation sheets provided in Appendix A to this report.</i>						

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

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

- adjacent residences to the north;
- adjacent residences to the south;
- adjacent residences to the west; and
- residences to the east (45 feet).

### **Localized Emissions**

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

In the case of this analysis, the Project Site is located within SRA 1 covering the Central Los Angeles area. The nearest sensitive receptors to the Project Site are residential uses within 25 meters. The closest receptor distance in the SCAQMD's mass rate look-up tables is 25 meters. Projects that are located closer than 25 meters to the nearest receptor are directed to use the LSTs for receptors located within 25 meters. As mentioned previously, the Project Site is 0.37 acres in size. Therefore, consistent with SCAQMD recommendations for sites less than one acre in size, the LSTs for a one-acre site in SRA 1 with receptors located within 25 meters have been used to address the potential localized NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions to the area surrounding the Project Site.

As shown in Table 5, Localized On-Site Peak Daily Construction Emissions, peak daily emissions generated within the Project Site during construction activities for each phase would not exceed the applicable construction LSTs for a one-acre site in SRA 1. Therefore, localized air quality impacts from Project construction activities on the off-site sensitive receptors would be less than significant.

**Table 5**  
**Localized On-Site Peak Daily Construction Emissions**

Construction Phase <sup>a</sup>	Total On-site Emissions (Pounds per Day)			
	NO <sub>x</sub> <sup>b</sup>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Grading/Site Preparation Emissions</b>	<b>7.00</b>	<b>7.22</b>	<b>0.73</b>	<b>0.54</b>
SCAQMD Localized Thresholds	74.00	680.00	5.00	3.00
Potentially Significant Impact?	No	No	No	No
<b>Building Construction Emissions</b>	<b>2.16</b>	<b>3.06</b>	<b>0.43</b>	<b>0.18</b>
SCAQMD Localized Thresholds	74.00	680.00	5.00	3.00
Potentially Significant Impact?	No	No	No	No
<i>Note: Calculations assume compliance with SCAQMD Rule 403 – Fugitive Dust. Building construction emissions include architectural coatings.</i> <sup>a</sup> The Project Site is 0.37 acres. Consistent with SCAQMD recommendations, the localized thresholds for all phases are based on a one-acre site with a receptor distance of 25 meters (82 feet) in SCAQMD's SRA 1. <sup>b</sup> The localized thresholds listed for NO <sub>x</sub> in this table takes into consideration the gradual conversion of NO <sub>x</sub> to NO <sub>2</sub> , and are provided in the mass rate look-up tables in the "Final Localized Significance Threshold Methodology" document prepared by the SCAQMD. As discussed previously, the analysis of localized air quality impacts associated with NO <sub>x</sub> emissions is focused on NO <sub>2</sub> levels as they are associated with adverse health effects. Calculation sheets are provided in Appendix A to this report.				

With regard to localized emissions from motor vehicle travel, traffic congested roadways and intersections have the potential to generate localized high levels of carbon monoxide (CO). The SCAQMD suggests conducting a CO hotspots analysis for any intersection where a project would worsen the Level of Service (LOS) from A-C to any level below C, and for any intersection rated D or worse where the project would increase the V/C ratio by two percent or more. Based the Project's size, the Project does not meet the criteria for a full traffic study and would not have the potential to meet the SCAQMD criteria at any of the intersections in the Project vicinity. Thus, the Project would not have the potential to cause or contribute to an exceedance of the California one-hour or eight-hour CO standards of 20 or 9.0 ppm, respectively; or generate an incremental increase equal to or greater than 1.0 ppm for the California one-hour CO standard, or 0.45 ppm for the eight-hour CO standard at any local intersection. Therefore, impacts with respect to localized CO concentrations would be less than significant.

### Toxic Air Contaminants (TAC)

As the Project consists of residential uses, the Project would not include any land uses that would involve the use, storage, or processing of carcinogenic or non-carcinogenic toxic air contaminants and no toxic airborne emissions would typically result from Project implementation. In addition, construction activities associated with the Project would be typical of other development projects in the City, and would be subject to the regulations and laws relating to toxic air pollutants at the regional, State, and federal level that would protect sensitive receptors from substantial concentrations of these emissions. Moreover, construction activity would not result in long-term substantial sources of diesel particulate matter or other TAC emissions (i.e., 30 or 70 years) and would therefore not have the potential to generate significant

health risks. Therefore, impacts associated with the release of toxic air contaminants would be less than significant.

**d)** A project-related significant adverse effect could occur if construction or operation of the proposed Project would result in generation of odors that would be perceptible in adjacent sensitive areas. According to the SCAQMD *CEQA Air Quality Handbook*, land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies and fiberglass molding. The Project involves the construction and operation of residential uses, which are not typically associated with odor complaints. Potential sources that may emit odors during construction activities include equipment exhaust. Odors from these sources would be localized and generally confined to the immediate area surrounding the Project. The Project would use typical construction techniques, and the odors would be typical of most construction sites and temporary in nature. As mentioned previously, the Project would be consistent with SCAQMD Rule 1113 – Architectural Coatings. As the Project involves no operational elements related to industrial projects, no long-term operational objectionable odors are anticipated. Therefore, potential impacts associated with objectionable odors would be less than significant.

#### 4.0 NOISE ANALYSIS

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

- a) Generate 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) Generate excessive groundborne vibration or groundborne noise levels; or
- 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, expose people residing or working in the project area to excessive noise levels;

**a)** A significant impact may occur if the Project would generate excess noise that would cause the ambient noise environment at the Project Site to fail to comply with noise level standards set forth in the City of Los Angeles General Plan Noise Element (Noise Element) and the City of Los Angeles Noise Ordinance (Noise Ordinance) (Section 111.00 through Section 116.01 of the LAMC). Implementation of the Project would result in an increase in ambient noise levels during both construction and operations, as discussed in detail below.

##### **Construction Noise**

Construction-related noise impacts would be significant if, as indicated in LAMC Section 112.05, noise from construction equipment within 500 feet of a residential zone exceeds 75 dBA at a distance of 50 feet from the noise source. However, the above noise limitation does not apply where compliance is technically infeasible. Technically infeasible means that the above noise limitation cannot be complied with despite the use of mufflers, shields, sound barriers and/or any other noise reduction device or techniques during the operation of the equipment.

Construction of the Project would require the use of heavy equipment for grading foundation preparation, the installation of utilities, and building construction. During each construction phase there would be a different mix of equipment operating and noise levels would vary based on the amount of equipment in operation and the location of each activity.

The U.S. Environmental Protection Agency (EPA) has compiled data regarding the noise generating characteristics of specific types of construction equipment and typical construction activities. The data pertaining to the types of construction equipment and activities that would occur at the Project Site are presented in Table 6, Noise Range of Typical Construction Equipment, and Table 7, Estimated Project Construction Noise Levels, respectively, at a distance of 50 feet from the noise source (i.e., reference distance).



The noise levels shown in Table 7 represent composite noise levels associated with the construction activities that will be carried out by the Project, which take into account both the number of pieces and spacing of heavy construction equipment that are typically used during each phase of construction in a development such as the Project. As shown in Table 7, construction noise during the heavier initial periods of construction is presented as 86 dBA Leq when measured at a reference distance of 50 feet from the center of construction activity. These noise levels would diminish rapidly with distance from the construction site at a rate of approximately 6 dBA per doubling of distance. For example, a noise level of 84 dBA Leq measured at 50 feet from the noise source to the receptor would reduce to 78 dBA Leq at 100 feet from the source to the receptor, and reduce by another 6 dBA Leq to 72 dBA Leq at 200 feet from the source to the receptor.

**Table 6**  
**Noise Range of Typical Construction Equipment**

Construction Equipment	Noise Level in dBA Leq at 50 Feet <sup>a</sup>
Front Loader	73-86
Trucks	82-95
Cranes (moveable)	75-88
Cranes (derrick)	86-89
Vibrator	68-82
Saws	72-82
Pneumatic Impact Equipment	83-88
Jackhammers	81-98
Pumps	68-72
Generators	71-83
Compressors	75-87
Concrete Mixers	75-88
Concrete Pumps	81-85
Back Hoe	73-95
Tractor	77-98
Scraper/Grader	80-93
Paver	85-88
<sup>a</sup> Machinery equipped with noise control devices or other noise-reducing design features does not generate the same level of noise emissions as that shown in this table. Source: United States Environmental Protection Agency, <i>Noise from Construction Equipment and Operations, Building Equipment and Home Appliances</i> , PB 206717, 1971.	

**Table 7**  
**Estimated Project Construction Noise Levels**

Construction Phase	Noise Levels at 50 Feet with Mufflers (dBA Leq)	Noise Levels at 60 Feet with Mufflers (dBA Leq)	Noise Levels at 100 Feet with Mufflers (dBA Leq)	Noise Levels at 200 Feet with Mufflers (dBA Leq)
Ground Clearing	82	80	76	70
Excavation, Grading	86	84	80	74
Foundations	77	75	71	65
Structural	83	81	77	71
Finishing	86	84	80	74

*Source: United States Environmental Protection Agency, Noise from Construction Equipment and Operations, Building Equipment and Home Appliances, PB 206717, 1971.*

To identify the existing ambient noise levels in the general vicinity of the Project Site, a noise measurement was taken with a 3M SoundPro SP DL-1 sound level meter, which conforms to industry standards set forth in ANSI S1.4-1983 (R2006) – Specification for Sound Level Meters/Type 1.3. The measured noise level is shown in Table 8, Existing Ambient Daytime Noise Levels. See Figure 1, previously, for the location of the noise measurement and nearest sensitive receptors. The nearest noise sensitive receptors to the Project Site are:

- adjacent residences to the north;
- adjacent residences to the south;
- adjacent residences to the west;
- residences to the east (45 feet); and
- church to the southeast (460 feet).

**Table 8**  
**Existing Ambient Daytime Noise Levels**

No.	Location	Primary Noise Sources	Noise Levels <sup>a</sup>		
			L <sub>eq</sub>	L <sub>max</sub>	L <sub>min</sub>
1	Northeast corner of the Project Site along N. Gramercy Place.	Traffic and pedestrian/residential activity.	58.2	78.9	45.5
2	South of the Project Site along W. Maplewood Avenue.	Traffic and pedestrian/residential activity.	51.4	62.8	44.3

<sup>a</sup> Noise measurements were taken on May 30, 2019 at each location for a duration of 15 minutes. See Appendix B to this report for noise data.  
Source: Pomeroy Environmental Services, 2019.

<sup>3</sup> This noise meter meets the requirement specified in LAMC Section 111.01(l) that the instruments be "Type S2A" standard instruments or better. This instrument was calibrated and operated according to the manufacturer's written specifications. At the measurement sites, the microphone was placed at a height of approximately five feet above grade.

Due to the use of construction equipment during the construction phase, the Project would expose surrounding off-site receptors to increased ambient exterior noise levels comparable to the previously listed noise level above in Table 7. Specifically, based on the data provided in Table 7, construction noise levels at the residences within 50 feet could reach 86 dBA compared to the existing measured noise levels of 58.2 dBA and 51.4 dBA for the area. It should be noted, however, that any increase in noise levels at off-site receptors during construction of the Project would be temporary in nature, and would not generate continuously high noise levels, although occasional single-event disturbances from construction are possible. In addition, the construction noise during the heavier initial periods of construction (i.e. foundation work) would typically be reduced in the later construction phases (i.e., interior building construction at the proposed building) as the physical structure of the proposed structure would break the line-of-sight noise transmission from the construction area to the nearby sensitive receptors.

Similar to other development projects in the City, the Project would comply with the City's existing noise regulations to ensure noise impacts would be less than significant. LAMC Section 41.40 regulates noise from construction activities. Exterior construction activities that generate noise are prohibited between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, and between 6:00 P.M. and 8:00 A.M. on Saturday.<sup>4</sup> The construction activities associated with the Project would comply with these LAMC requirements. In addition, pursuant to LAMC Section 112.05, compliance with construction noise standards is achieved if all technically feasible noise reduction measures are implemented. According to the LAMC, technically infeasible means that the above noise limitation cannot be complied with despite the use of mufflers, shields, sound barriers and/or any other noise reduction device or techniques during the operation of the equipment.<sup>5</sup> Although the estimated construction-related noise levels associated with the Project could periodically exceed the numerical noise threshold of 75 dBA at 50 feet from the noise source as outlined in LAMC Section 112.05, the Project would implement all technically feasible reduction measures in compliance with the standards set forth in LAMC Section 112.05 (see RCM-1 through RCM-7 below).

Specifically, the use of barriers such as plywood structures, flexible sound control curtains, or intervening construction trailers, could reduce line-of-sight noise levels by approximately 10 dbA.<sup>6</sup> And, with the incorporation of the LAMC-required noise reduction techniques, construction noise levels could be

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<sup>4</sup> Los Angeles Municipal Code, Section 41.40.

<sup>5</sup> Los Angeles Municipal Code, Section 112.05.

<sup>6</sup> Based on a review of Table 4 of the FHWA Noise Barrier Design Handbook (July 14, 2011), the design feasibility of a sound barrier that reduces noise by 5 dBA is considered "simple" and a reduction of up to 10 dBA as "attainable." And, reductions of 15 and 20 dBA are considered "very difficult" and "nearly impossible," respectively.

reduced by up to approximately 20 dBA.<sup>7</sup> As previously stated, construction noise levels could reach up to approximately 86 dBA Leq. However, with the reduction of approximately 20 dBA per code-required noise reduction techniques (see RCM-1 through RCM-7, and footnotes 7 and 8 below), the resulting construction noise levels would be reduced to approximately 66 dBA Leq. These noise levels would not exceed the noise threshold of 75 dBA at 50 feet from the noise source as outlined in LAMC Section 112.05. With the code-required reduced construction noise of 66 dBA, the construction noise levels would be substantially similar to the existing ambient noise in the heavily urbanized location.

Thus, based on the provisions set forth in LAMC 112.05, implementation of the following regulatory compliance measures would ensure the Project be consistent with, and not violate the provisions of, the LAMC. As such, the Project would comply with the City's existing noise regulations to ensure construction noise impacts would be less than significant. The noise reduction techniques required by LAMC 41.40 and 112.05 would include the following:

**RCM-1:** The Project shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574 (see LAMC Section 112.05), and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels.

**RCM-2:** Construction shall be restricted to the hours of 7:00 A.M. to 9:00 P.M. Monday through Friday, and 8:00 A.M. to 6:00 P.M. on Saturday.

**RCM-3:** Construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.

**RCM-4:** Noise-generating equipment operated at the Project Site shall be equipped with the most effective and technologically feasible noise control devices, such as mufflers, lagging (enclosures for exhaust pipes), and/or motor enclosures. All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated.

**RCM-5:** Noise and groundborne vibration construction activities whose specific location on the site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be conducted as far as possible from the nearest noise- and vibration-sensitive land uses, and

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<sup>7</sup> Estimate based on information from the United States Environmental Protection Agency, *Noise from Construction Equipment and Operations, Building Equipment and Home Appliances*, PB 206717, 1971. Per Table V, *Noise Control For Construction Equipment* therein, use of improved mufflers/silencers would achieve approximately 10 dBA reduction and enclosures/barriers blocking line-of-sight would achieve approximately 10 dBA reduction. While the additional measures would reduce noise, it should be noted that all reductions would not be wholly additive, but would be incremental, and therefore have conservatively not been quantified in the estimated reduction.

natural and/or manmade barriers (e.g., intervening construction trailers) shall be used to screen propagation of noise from such activities towards these land uses to the maximum extent possible.

**RCM-6:** Barriers such as, but not limited to, plywood structures or flexible sound control curtains shall be erected around the perimeter of the construction site, and around stationary equipment as feasible (i.e., generators, air compressors, etc.), to minimize the amount of noise during construction on the nearby noise-sensitive uses. Perimeter barriers shall be at least 8 feet in height and constructed of materials achieving a Transmission Loss (TL) value of at least 20 dBA, such as ½ inch plywood.<sup>8</sup>

**RCM-7:** The Project shall comply with the City of Los Angeles Building Regulations Ordinance No. 178,048 (see LAMC Section 91.106.4.8), which requires a construction site notice to be provided that includes the following information: job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the site, and City telephone numbers where violations can be reported. The notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public.

### Operational Noise

A significant impact may occur if the Project were to result in a substantial permanent increase in ambient noise levels above existing ambient noise levels without the Project. A project would normally have a significant impact on noise levels from project operations if the project causes the ambient noise level measured at the property line of affected uses that are shown in Table 9, Community Noise Exposure (CNEL), to increase by 3 dBA in CNEL to or within the "normally unacceptable" or "clearly unacceptable" category, or any 5 dBA or greater noise increase.

As such, a significant impact would occur if noise levels associated with operation of the Project would increase the ambient noise levels by 3 dBA CNEL at homes where the resulting noise level would be at least 70 dBA CNEL. In addition, any long-term increase of 5 dBA CNEL or more is considered to cause a significant impact. Generally, in order to achieve a 3 dBA CNEL increase in ambient noise from traffic, the volume on any given roadway would need to double. In addition to analyzing potential impacts in terms of CNEL, the analysis also addresses increases in on-site noise sources per the provisions of the LAMC, which establishes a Leq standard of 5 dBA over ambient conditions as constituting a LAMC violation.

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<sup>8</sup> Based on the FHWA Noise Barrier Design Handbook (July 14, 2011), see Table 3, Approximate sound transmission loss values for common materials.

**Table 9**  
**Community Noise Exposure**

Land Use	Normally Acceptable <sup>a</sup>	Conditionally Acceptable <sup>b</sup>	Normally Unacceptable <sup>c</sup>	Clearly Unacceptable <sup>d</sup>
Single-family, Duplex, Mobile Homes	50 - 60	55 - 70	70 - 75	above 75
Multi-Family Homes	50 - 65	60 - 70	70 - 75	above 75
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 - 70	60 - 70	70 - 80	above 80
Transient Lodging – Motels, Hotels	50 - 65	60 - 70	70 - 80	above 75
Auditoriums, Concert Halls, Amphitheaters	---	50 - 70	---	above 70
Sports Arena, Outdoor Spectator Sports	---	50 - 75	---	above 75
Playgrounds, Neighborhood Parks	50 - 70	---	67 - 75	above 75
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 - 75	---	70 - 80	above 80
Office Buildings, Business and Professional Commercial	50 - 70	67 - 77	above 75	---
Industrial, Manufacturing, Utilities, Agriculture	50 - 75	70 - 80	above 75	---

<sup>a</sup> 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.

<sup>b</sup> 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 systems or air conditioning will normally suffice.

<sup>c</sup> 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.

<sup>d</sup> Clearly Unacceptable: New construction or development should generally not be undertaken.

Source: Office of Planning and Research, State of California General Plan Guidelines, October 2003 (in coordination with the California Department of Health Services); City of Los Angeles, General Plan Noise Element, adopted February 1999.

### Traffic Noise

In order for a new noise source to be audible, there would need to be a 3 dBA or greater CNEL noise increase. As discussed above, the traffic volume on any given roadway would need to double in order for a 3 dBA increase in ambient noise to occur. According to the L.A. CEQA Thresholds Guide, if a project would result in traffic that is less than double the existing traffic, then the project's mobile noise impacts are assumed to be less than significant. Based on the Project's size, the Project would not have the potential to double the traffic volumes on any roadway segment in the vicinity of the Project Site. As such, the Project would not increase roadway noise levels by 3 dBA and, thus, traffic noise impacts would be less than significant.

### Stationary Noise Sources

New stationary sources of noise, such as mechanical HVAC equipment would be installed. The design of this equipment would comply with LAMC Section 112.02, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than five decibels. Thus, because the noise levels generated by the HVAC equipment serving the Project would not be allowed to exceed the ambient noise level by five decibels on the premises of the adjacent properties, a substantial permanent increase in noise levels would not occur at the nearby sensitive receptors. This impact would be less than significant.

### Parking Noise

Noise would be generated by activities within the proposed parking garage. Sources of noise would include engines accelerating, doors slamming, car alarms, and people talking. Noise levels within the parking area would fluctuate with the amount of automobile and human activity. It is anticipated that parking related noise would be less than the existing street parking noise as the Project proposes enclosed parking which would reduce noise impacts to off-site uses. In addition, parking-related noise generated by motor driven vehicles within and around the Project Site is regulated under the LAMC. Specifically, with regard to motor-driven vehicles, LAMC Section 114.02 prohibits the operation of any motor-driven vehicles upon any property within the City such that the created noise would cause the noise level on the premises of any occupied residential property to exceed the ambient noise level by more than five decibels. As such, noise impacts associated with the Project's parking area would be less than significant.

In addition, on-site residences would not be adversely impacted by elevated ambient urban noise levels because the Project would be constructed to meet and exceed Title 24 insulation standards of the California Code of Regulations for residential buildings, which serves to provide an acceptable interior noise environment for sensitive uses. Specifically, as required by Title 24, the Project would be designed and constructed to ensure interior noise levels would be at or below a CNEL of 45 dBA in any habitable room of the project. Given the existing measured noise levels are 58.2 dBA and 51.4 dBA for the vicinity, and the approximate 30 dBA exterior-to-interior noise reduction for new residential construction,<sup>9</sup> it is clear that standard construction methods and materials would achieve interior noise levels at or below 45 dBA. As such, impacts associated with interior noise levels at the proposed residences would be less than significant.

**b)** A significant impact may occur if a project were to generate excessive vibration during construction or operation. Vibration is sound radiated through the ground. Vibration can result from a source (e.g., subway operations, vehicles, machinery equipment, etc.) causing the adjacent ground to move, thereby creating vibration waves that propagate through the soil to the foundations of nearby buildings. This

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<sup>9</sup> Title 24 Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings requires substantial building insulation and windows which reduces exterior to interior noise transmission.

effect is referred to as groundborne vibration. The peak particle velocity (PPV) or the root mean square (RMS) velocity is usually used to describe vibration levels. PPV is defined as the maximum instantaneous peak of the vibration level, while RMS is defined as the square root of the average of the squared amplitude of the level. PPV is typically used for evaluating potential building damage, while RMS velocity in decibels (VdB) is typically more suitable for evaluating human response.

The background vibration velocity level in residential areas is usually around 50 VdB. The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for most people. Most perceptible indoor vibration is caused by sources within buildings such as operation of mechanical equipment, movement of people, or the slamming of doors. Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the groundborne vibration from traffic is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings.

### **Construction Vibration**

Construction activities for the Project have the potential to generate low levels of groundborne vibration. The operation of construction equipment generates vibrations that propagate through the ground and diminishes in intensity with distance from the source. Vibration impacts can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage of buildings at the highest levels. The construction activities associated with the Project could have an adverse impact on both sensitive structures (i.e., building damage) and populations (i.e., annoyance).

In terms of construction-related impacts on buildings, the City of Los Angeles has not adopted policies or guidelines relative to groundborne vibration. While the Los Angeles County Code (LACC Section 12.08.350) states a presumed perception threshold of 0.01 inch per second RMS, this threshold applies to groundborne vibrations from long-term operational activities, not construction. Consequently, as both the City of Los Angeles and the County of Los Angeles do not have a significance threshold to assess vibration impacts during construction, the Federal Transit Administration (FTA) and California Department of Transportation's (Caltrans) adopted vibration standards for buildings which are used to evaluate potential impacts related to construction. Based on the FTA and Caltrans criteria, construction impacts relative to groundborne vibration would be considered significant if the following were to occur:<sup>10</sup>

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<sup>10</sup> *Federal Transit Administration, Transit Noise and Vibration Impact Assessment, May 2006; and California Department of Transportation, Transportation- and Construction -Induced Vibration Guidance Manual, June 2004.*



- Project construction activities would cause a PPV groundborne vibration level to exceed 0.5 inches per second at any building that is constructed with reinforced-concrete, steel, or timber;
- Project construction activities would cause a PPV groundborne vibration level to exceed 0.3 inches per second at any engineered concrete and masonry buildings;
- Project construction activities would cause a PPV groundborne vibration level to exceed 0.2 inches per second at any non-engineered timber and masonry buildings; or
- Project construction activities would cause a PPV ground-borne vibration level to exceed 0.12 inches per second at any historical building or building that is extremely susceptible to vibration damage.

In addition, the City of Los Angeles has not adopted any thresholds associated with human annoyance for groundborne vibration impacts. Therefore, this analysis uses the FTA's vibration impact thresholds for human annoyance. These thresholds include 80 VdB at residences and buildings where people normally sleep (e.g., nearby residences) and 83 VdB at institutional buildings, which includes schools and churches. No thresholds have been adopted or recommended for commercial and office uses. Table 10, Vibration Source Levels for Construction Equipment, identifies various PPV and RMS velocity (in VdB) levels for the types of construction equipment that would operate at the Project Site during construction.

**Table 10**  
**Vibration Source Levels for Construction Equipment**

Equipment	Approximate PPV (in/sec)					Approximate RMS (VdB)				
	25 Feet	50 Feet	60 Feet	75 Feet	100 Feet	25 Feet	50 Feet	60 Feet	75 Feet	100 Feet
Large Bulldozer	0.089	0.031	0.024	0.017	0.011	87	78	76	73	69
Caisson Drilling	0.089	0.031	0.024	0.017	0.011	87	78	76	73	69
Loaded Trucks	0.076	0.027	0.020	0.015	0.010	86	77	75	72	68
Jackhammer	0.035	0.012	0.009	0.007	0.004	79	70	68	65	61
Small Bulldozer	0.003	0.001	0.0008	0.0006	0.0004	58	49	47	44	40
<i>Note: in/sec = inches per second</i> <i>Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment, Final Report, 2006.</i>										

With respect to construction vibration impacts upon existing off-site structures, there are no known structures adjacent to the Project Site that would be considered structurally fragile or susceptible to vibration damages. However, there are residential uses immediately adjacent to the Project Site. According to the FTA,<sup>11</sup> ground vibration from construction activities do not often reach the levels that can damage structures. Nevertheless, a conservative quantified construction vibration assessment has been included in this analysis. Per the FTA (see above), there are four general building categories: I. Reinforced-concrete, steel or timber (no plaster), II. Engineered concrete and masonry (no plaster), III. Non-engineered timber and masonry buildings, and IV. Buildings extremely susceptible to vibration damage. Conservatively, this analysis assumes the adjacent uses best fit under Category III, Non-engineered timber and masonry building. The FTA identifies a 0.20 PPV (in/sec) construction vibration criteria for Category III. Based on the reference data provided in Table 10, worst-case construction vibration levels at adjacent locations could have the potential to exceed the FTA's 0.20 PPV (inches per second) construction vibration criteria for Category III. (Non-engineered timber and masonry building). The Project would comply with the City's existing construction vibration regulations. The Project would implement RCM-8 (below), which would ensure all construction work would be performed in accordance with Section 91.3307.1 (Protection Required) of the LAMC. Specifically, Section 91.3307.1 (Protection Required) states adjoining public and private property shall be protected from damage during construction, remodeling and demolition work.<sup>12</sup> Protection must be provided for footings, foundations, party (i.e., shared) walls, chimneys, skylights, and roofs. Provisions shall be made to control water runoff and erosion during construction or demolition activities. For excavations, adjacent property shall be protected as set forth in Section 832 of the Civil Code of California. Prior to the issuance of any permit, which authorizes an excavation where the excavation is to be of a greater depth than are the walls or foundation of any adjoining building or structure and located closer to the property line than the depth of the excavation, the owner of the site shall provide the Department of Building and Safety with evidence that the adjacent property owner or owners have been given a 30-day written notice of the intent to excavate. This notice shall state the depth to which the excavation is intended to be made and when the excavation will commence. This notice shall be by certified mail, return receipt requested.

The Project would implement RCM-8 (incorporating a structure monitoring program), ensuring the Project would comply with all regulatory requirements (i.e., Section 91.3307.1 of the LAMC and Section 832 of the Civil Code of California).

**RCM-8:** All construction work shall be performed in accordance with Section 91.3307.1 (Protection Required) of the LAMC and Section 832 of the Civil Code of California. Compliance with these standards will ensure all adjacent property shall be protected from damage during construction and

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<sup>11</sup> FTA, *Transit Noise and Vibration Impact Assessment, Final Report, 2006*, see page 12-10.

<sup>12</sup> *Los Angeles Municipal Code, Section 91.3307.1.*

demolition work. The Project Applicant shall complete a structural monitoring program for the adjacent uses during construction including the following steps and procedures:

- Prior to start of construction, the Applicant shall retain the services of a structural engineer to visit the adjacent uses to inspect and document the apparent physical condition of the buildings, including but not limited to the building structure, interior walls, and ceiling finishes. In addition, the structural engineer shall establish baseline structural conditions of the buildings and prepare a shoring design.
- The Applicant shall retain the services of a qualified acoustical engineer to review proposed construction equipment and develop and implement a vibration monitoring program capable of documenting the construction-related ground vibration levels at the building during construction. The vibration monitoring system shall measure and continuously store the peak particle velocity (PPV) in inch/second. Vibration data shall be stored on a one-second interval. The system shall also be programmed for two preset velocity levels: a warning level of 0.17 inch/second (PPV), and a regulatory level of 0.20 inch/second (PPV). The system shall also provide real-time alert when the vibration levels exceed the two preset levels.
- In the event the warning levels above are triggered, the contractor shall identify the source of vibration generation and provide feasible steps to reduce the vibration level, including but not limited to halting/staggering concurrent activities and utilizing lower vibratory techniques.
- In the event the regulatory levels above are triggered, the contractor shall halt the construction activities in the vicinity of the building and visually inspect the building for any damage. Results of the inspection must be logged. The contractor shall identify the source of vibration generation and provide feasible steps to reduce the vibration level. Construction activities may then restart.
- In the event damage occurs to an adjacent use due to construction vibration, such materials shall be repaired and restored to previous condition as feasible.

With respect to human annoyance resulting from vibration generated during construction, the sensitive receptors located in the vicinity of the Project Site could be exposed to increased vibration levels. Based on the data provided in Table 10, the adjacent residences could experience vibration levels of 87 VdB. As such, the 80 VdB residential annoyance threshold could be exceeded at these off-site locations during worst-case construction activity. However, it should be noted that vibration levels experienced in the Project vicinity would be temporary and intermittent, and would be reduced when the construction activities are located toward the center of the Project Site. As stated previously, the Project would comply with the City's existing construction LAMC regulations, which would protect adjacent uses from damage. Furthermore, consistent with the requirements of LAMC Section 112.05, construction activities would be compliant with the LAMC standards if all technically feasible noise reduction measures are implemented. The construction noise RCMs listed previously would also serve to reduce construction vibration levels to the maximum extent feasible. As such, human annoyance impacts with respect to construction vibration would be less than significant.

**Operational Vibration**

The Project involves the construction and operation of residential uses and would not involve the use of stationary equipment that would result in high vibration levels, which are more typical for large manufacturing and industrial projects. Groundborne vibrations at the Project Site and immediate vicinity currently result from heavy-duty vehicular travel (e.g., refuse trucks and transit buses) on the nearby local roadways, and the proposed land uses at the Project Site would not result in a substantive increase of these heavy-duty vehicles on the public roadways. While refuse trucks would be used for the removal of solid waste at the Project Site, these trips would typically only occur once a week and would not be any different than those presently occurring on-site and in the vicinity of the Project Site. As such, vibration impacts associated with operation of the Project would be less than significant.

c) The Project Site is not located in the vicinity of a private airstrip. The Santa Monica Municipal Airport is the closest airport to the Project Site, located approximately 8.6 miles to the west. In addition, the Project Site is not located within an airport land use plan. As such, the Project would not expose people to excessive aircraft noise levels. Therefore, no impact would occur.

**5.0 CONCLUSION**

As outlined in the preceding sections herein, the Project would not have the potential to result in any significant effects relating to air quality emissions and noise and vibration. The implementation of RCMs 1-8 would ensure the Project's consistency with all LAMC regulatory requirements.

**Appendix A**  
**Air Quality Data**

521 N. Gramercy Project - Los Angeles-South Coast County, Winter

**521 N. Gramercy Project**  
**Los Angeles-South Coast County, Winter**

## 1.0 Project Characteristics

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### 1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	32.00	Dwelling Unit	0.30	37,135.00	92
Enclosed Parking with Elevator	32.00	Space	0.07	12,800.00	0

### 1.2 Other Project Characteristics

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	33
<b>Climate Zone</b>	11			<b>Operational Year</b>	2021
<b>Utility Company</b>	Los Angeles Department of Water & Power				
<b>CO2 Intensity (lb/MWhr)</b>	1227.89	<b>CH4 Intensity (lb/MWhr)</b>	0.029	<b>N2O Intensity (lb/MWhr)</b>	0.006

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

521 N. Gramercy Project - Los Angeles-South Coast County, Winter

Project Characteristics -

Land Use - Project Site is 0.37 acre.

Construction Phase - Construction schedule per applicant.

Off-road Equipment - Grading equipment.

Off-road Equipment -

Off-road Equipment -

Grading - Project Site is 0.37 acre.

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

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

Construction Off-road Equipment Mitigation -

Area Mitigation -

Energy Mitigation -

Water Mitigation - Project compliance with the LA Green Building Code results in a 20% reduction in both indoor and outdoor water use.

## 521 N. Gramercy Project - Los Angeles-South Coast County, Winter

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	100	50
tblAreaCoating	Area_EF_Nonresidential_Interior	100	50
tblConstructionPhase	NumDays	5.00	44.00
tblConstructionPhase	NumDays	100.00	374.00
tblConstructionPhase	NumDays	2.00	22.00
tblConstructionPhase	PhaseEndDate	6/19/2020	7/7/2021
tblConstructionPhase	PhaseEndDate	6/5/2020	7/7/2021
tblConstructionPhase	PhaseEndDate	1/17/2020	1/30/2020
tblConstructionPhase	PhaseStartDate	6/13/2020	5/7/2021
tblConstructionPhase	PhaseStartDate	1/18/2020	1/31/2020
tblConstructionPhase	PhaseStartDate	1/16/2020	1/1/2020
tblGrading	AcresOfGrading	0.00	0.37
tblGrading	MaterialExported	0.00	350.00
tblLandUse	LandUseSquareFeet	32,000.00	37,135.00
tblLandUse	LotAcreage	0.84	0.30
tblLandUse	LotAcreage	0.29	0.07
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Welders
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00

## 2.0 Emissions Summary



## 521 N. Gramercy Project - Los Angeles-South Coast County, Winter

## 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	2.0446	14.1959	13.9249	0.0233	0.9192	0.7881	1.3084	0.4552	0.7460	0.8353	0.0000	2,159.1393	2,159.1393	0.4672	0.0000	2,170.8183
2021	7.4098	14.6273	15.5565	0.0267	0.3897	0.7679	1.1576	0.1041	0.7318	0.8359	0.0000	2,483.8901	2,483.8901	0.4759	0.0000	2,495.7874
Maximum	7.4098	14.6273	15.5565	0.0267	0.9192	0.7881	1.3084	0.4552	0.7460	0.8359	0.0000	2,483.8901	2,483.8901	0.4759	0.0000	2,495.7874

### 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	2.0446	14.1959	13.9249	0.0233	0.4943	0.7881	1.1219	0.2264	0.7460	0.8353	0.0000	2,159.1393	2,159.1393	0.4672	0.0000	2,170.8183
2021	7.4098	14.6273	15.5565	0.0267	0.3897	0.7679	1.1576	0.1041	0.7318	0.8359	0.0000	2,483.8901	2,483.8901	0.4759	0.0000	2,495.7874
Maximum	7.4098	14.6273	15.5565	0.0267	0.4943	0.7881	1.1576	0.2264	0.7460	0.8359	0.0000	2,483.8901	2,483.8901	0.4759	0.0000	2,495.7874

[illegible]

## 521 N. Gramercy Project - Los Angeles-South Coast County, Winter

**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	9.2698	0.6945	18.9227	0.0417		2.4590	2.4590		2.4590	2.4590	299.7414	580.7607	880.5021	0.8985	0.0203	909.0275
Energy	8.7100e-003	0.0745	0.0317	4.8000e-004		6.0200e-003	6.0200e-003		6.0200e-003	6.0200e-003		95.0659	95.0659	1.8200e-003	1.7400e-003	95.6309
Mobile	0.4011	1.9951	5.3776	0.0186	1.5463	0.0162	1.5625	0.4138	0.0151	0.4289		1,891.2564	1,891.2564	0.1027		1,893.8248
<b>Total</b>	<b>9.6796</b>	<b>2.7641</b>	<b>24.3320</b>	<b>0.0607</b>	<b>1.5463</b>	<b>2.4812</b>	<b>4.0275</b>	<b>0.4138</b>	<b>2.4802</b>	<b>2.8940</b>	<b>299.7414</b>	<b>2,567.0830</b>	<b>2,866.8244</b>	<b>1.0031</b>	<b>0.0221</b>	<b>2,898.4832</b>

**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	0.9406	0.5083	2.8524	3.1900e-003		0.0532	0.0532		0.0532	0.0532	0.0000	614.6430	614.6430	0.0163	0.0112	618.3829
Energy	8.7100e-003	0.0745	0.0317	4.8000e-004		6.0200e-003	6.0200e-003		6.0200e-003	6.0200e-003		95.0659	95.0659	1.8200e-003	1.7400e-003	95.6309
Mobile	0.4011	1.9951	5.3776	0.0186	1.5463	0.0162	1.5625	0.4138	0.0151	0.4289		1,891.2564	1,891.2564	0.1027		1,893.8248
<b>Total</b>	<b>1.3504</b>	<b>2.5779</b>	<b>8.2616</b>	<b>0.0223</b>	<b>1.5463</b>	<b>0.0754</b>	<b>1.6217</b>	<b>0.4138</b>	<b>0.0744</b>	<b>0.4882</b>	<b>0.0000</b>	<b>2,600.9654</b>	<b>2,600.9654</b>	<b>0.1209</b>	<b>0.0129</b>	<b>2,607.8386</b>

## 521 N. Gramercy Project - Los Angeles-South Coast County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	86.05	6.74	66.05	63.35	0.00	96.96	59.73	0.00	97.00	83.13	100.00	-1.32	9.27	87.95	41.49	10.03

### 3.0 Construction Detail

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#### Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Grading	Grading	1/1/2020	1/30/2020	5	22	
2	Building Construction	Building Construction	1/31/2020	7/7/2021	5	374	
3	Architectural Coating	Architectural Coating	5/7/2021	7/7/2021	5	44	

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 0.37**

**Acres of Paving: 0.07**

**Residential Indoor: 75,198; Residential Outdoor: 25,066; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 555 (Architectural Coating – sqft)**

#### OffRoad Equipment

## 521 N. Gramercy Project - Los Angeles-South Coast County, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Grading	Excavators	1	8.00	158	0.38
Building Construction	Welders	3	8.00	46	0.45
Grading	Concrete/Industrial Saws	0	0.00	81	0.73
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37

**Trips and VMT**

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Grading	4	10.00	0.00	44.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	27.00	5.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

Water Exposed Area

## 521 N. Gramercy Project - Los Angeles-South Coast County, Winter

**3.2 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					0.7724	0.0000	0.7724	0.4160	0.0000	0.4160			0.0000			0.0000
Off-Road	0.6954	6.9990	7.2201	0.0109		0.3865	0.3865		0.3556	0.3556		1,057.1896	1,057.1896	0.3419		1,065.7375
<b>Total</b>	<b>0.6954</b>	<b>6.9990</b>	<b>7.2201</b>	<b>0.0109</b>	<b>0.7724</b>	<b>0.3865</b>	<b>1.1589</b>	<b>0.4160</b>	<b>0.3556</b>	<b>0.7716</b>		<b>1,057.1896</b>	<b>1,057.1896</b>	<b>0.3419</b>		<b>1,065.7375</b>

**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	0.0179	0.5825	0.1354	1.5500e-003	0.0350	1.8600e-003	0.0368	9.5900e-003	1.7800e-003	0.0114		168.2188	168.2188	0.0121		168.5207
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
<b>Total</b>	<b>0.0690</b>	<b>0.6188</b>	<b>0.5364</b>	<b>2.6600e-003</b>	<b>0.1468</b>	<b>2.7900e-003</b>	<b>0.1495</b>	<b>0.0392</b>	<b>2.6400e-003</b>	<b>0.0419</b>		<b>278.9609</b>	<b>278.9609</b>	<b>0.0156</b>		<b>279.3500</b>

## 521 N. Gramercy Project - Los Angeles-South Coast County, Winter

**3.2 Grading - 2020****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					0.3476	0.0000	0.3476	0.1872	0.0000	0.1872			0.0000			0.0000
Off-Road	0.6954	6.9990	7.2201	0.0109		0.3865	0.3865		0.3556	0.3556	0.0000	1,057.1896	1,057.1896	0.3419		1,065.7375
<b>Total</b>	<b>0.6954</b>	<b>6.9990</b>	<b>7.2201</b>	<b>0.0109</b>	<b>0.3476</b>	<b>0.3865</b>	<b>0.7341</b>	<b>0.1872</b>	<b>0.3556</b>	<b>0.5428</b>	<b>0.0000</b>	<b>1,057.1896</b>	<b>1,057.1896</b>	<b>0.3419</b>		<b>1,065.7375</b>

**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	0.0179	0.5825	0.1354	1.5500e-003	0.0350	1.8600e-003	0.0368	9.5900e-003	1.7800e-003	0.0114		168.2188	168.2188	0.0121		168.5207
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
<b>Total</b>	<b>0.0690</b>	<b>0.6188</b>	<b>0.5364</b>	<b>2.6600e-003</b>	<b>0.1468</b>	<b>2.7900e-003</b>	<b>0.1495</b>	<b>0.0392</b>	<b>2.6400e-003</b>	<b>0.0419</b>		<b>278.9609</b>	<b>278.9609</b>	<b>0.0156</b>		<b>279.3500</b>

## 521 N. Gramercy Project - Los Angeles-South Coast County, Winter

**3.3 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	1.8880	13.5663	12.6885	0.0191		0.7830	0.7830		0.7413	0.7413		1,725.4113	1,725.4113	0.4487		1,736.6294
<b>Total</b>	<b>1.8880</b>	<b>13.5663</b>	<b>12.6885</b>	<b>0.0191</b>		<b>0.7830</b>	<b>0.7830</b>		<b>0.7413</b>	<b>0.7413</b>		<b>1,725.4113</b>	<b>1,725.4113</b>	<b>0.4487</b>		<b>1,736.6294</b>

**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	0.0186	0.5318	0.1537	1.2600e-003	0.0320	2.5400e-003	0.0346	9.2200e-003	2.4300e-003	0.0117		134.7245	134.7245	9.0100e-003		134.9498
Worker	0.1380	0.0979	1.0827	3.0000e-003	0.3018	2.5200e-003	0.3043	0.0800	2.3200e-003	0.0824		299.0035	299.0035	9.4200e-003		299.2391
<b>Total</b>	<b>0.1566</b>	<b>0.6296</b>	<b>1.2364</b>	<b>4.2600e-003</b>	<b>0.3338</b>	<b>5.0600e-003</b>	<b>0.3389</b>	<b>0.0893</b>	<b>4.7500e-003</b>	<b>0.0940</b>		<b>433.7280</b>	<b>433.7280</b>	<b>0.0184</b>		<b>434.1889</b>

## 521 N. Gramercy Project - Los Angeles-South Coast County, Winter

**3.3 Building Construction - 2020****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8880	13.5663	12.6885	0.0191		0.7830	0.7830		0.7413	0.7413	0.0000	1,725.4113	1,725.4113	0.4487		1,736.6294
<b>Total</b>	<b>1.8880</b>	<b>13.5663</b>	<b>12.6885</b>	<b>0.0191</b>		<b>0.7830</b>	<b>0.7830</b>		<b>0.7413</b>	<b>0.7413</b>	<b>0.0000</b>	<b>1,725.4113</b>	<b>1,725.4113</b>	<b>0.4487</b>		<b>1,736.6294</b>

**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	0.0186	0.5318	0.1537	1.2600e-003	0.0320	2.5400e-003	0.0346	9.2200e-003	2.4300e-003	0.0117		134.7245	134.7245	9.0100e-003		134.9498
Worker	0.1380	0.0979	1.0827	3.0000e-003	0.3018	2.5200e-003	0.3043	0.0800	2.3200e-003	0.0824		299.0035	299.0035	9.4200e-003		299.2391
<b>Total</b>	<b>0.1566</b>	<b>0.6296</b>	<b>1.2364</b>	<b>4.2600e-003</b>	<b>0.3338</b>	<b>5.0600e-003</b>	<b>0.3389</b>	<b>0.0893</b>	<b>4.7500e-003</b>	<b>0.0940</b>		<b>433.7280</b>	<b>433.7280</b>	<b>0.0184</b>		<b>434.1889</b>



## 521 N. Gramercy Project - Los Angeles-South Coast County, Winter

**3.3 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	1.6830	12.5117	12.4201	0.0191		0.6699	0.6699		0.6341	0.6341		1,725.6490	1,725.6490	0.4379		1,736.5952
<b>Total</b>	<b>1.6830</b>	<b>12.5117</b>	<b>12.4201</b>	<b>0.0191</b>		<b>0.6699</b>	<b>0.6699</b>		<b>0.6341</b>	<b>0.6341</b>		<b>1,725.6490</b>	<b>1,725.6490</b>	<b>0.4379</b>		<b>1,736.5952</b>

**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	0.0160	0.4844	0.1404	1.2500e-003	0.0320	1.0200e-003	0.0330	9.2200e-003	9.8000e-004	0.0102		133.6728	133.6728	8.6300e-003		133.8885
Worker	0.1287	0.0881	0.9943	2.9100e-003	0.3018	2.4400e-003	0.3042	0.0800	2.2500e-003	0.0823		289.5078	289.5078	8.5200e-003		289.7208
<b>Total</b>	<b>0.1447</b>	<b>0.5725</b>	<b>1.1347</b>	<b>4.1600e-003</b>	<b>0.3338</b>	<b>3.4600e-003</b>	<b>0.3373</b>	<b>0.0893</b>	<b>3.2300e-003</b>	<b>0.0925</b>		<b>423.1806</b>	<b>423.1806</b>	<b>0.0172</b>		<b>423.6093</b>

## 521 N. Gramercy Project - Los Angeles-South Coast County, Winter

**3.3 Building Construction - 2021****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6830	12.5117	12.4201	0.0191		0.6699	0.6699		0.6341	0.6341	0.0000	1,725.6490	1,725.6490	0.4379		1,736.5952
<b>Total</b>	<b>1.6830</b>	<b>12.5117</b>	<b>12.4201</b>	<b>0.0191</b>		<b>0.6699</b>	<b>0.6699</b>		<b>0.6341</b>	<b>0.6341</b>	<b>0.0000</b>	<b>1,725.6490</b>	<b>1,725.6490</b>	<b>0.4379</b>		<b>1,736.5952</b>

**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	0.0160	0.4844	0.1404	1.2500e-003	0.0320	1.0200e-003	0.0330	9.2200e-003	9.8000e-004	0.0102		133.6728	133.6728	8.6300e-003		133.8885
Worker	0.1287	0.0881	0.9943	2.9100e-003	0.3018	2.4400e-003	0.3042	0.0800	2.2500e-003	0.0823		289.5078	289.5078	8.5200e-003		289.7208
<b>Total</b>	<b>0.1447</b>	<b>0.5725</b>	<b>1.1347</b>	<b>4.1600e-003</b>	<b>0.3338</b>	<b>3.4600e-003</b>	<b>0.3373</b>	<b>0.0893</b>	<b>3.2300e-003</b>	<b>0.0925</b>		<b>423.1806</b>	<b>423.1806</b>	<b>0.0172</b>		<b>423.6093</b>

## 521 N. Gramercy Project - Los Angeles-South Coast County, Winter

**3.4 Architectural Coating - 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					
Archit. Coating	5.3394					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309
<b>Total</b>	<b>5.5583</b>	<b>1.5268</b>	<b>1.8176</b>	<b>2.9700e-003</b>		<b>0.0941</b>	<b>0.0941</b>		<b>0.0941</b>	<b>0.0941</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0193</b>		<b>281.9309</b>

**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	0.0238	0.0163	0.1841	5.4000e-004	0.0559	4.5000e-004	0.0563	0.0148	4.2000e-004	0.0152		53.6126	53.6126	1.5800e-003		53.6520
<b>Total</b>	<b>0.0238</b>	<b>0.0163</b>	<b>0.1841</b>	<b>5.4000e-004</b>	<b>0.0559</b>	<b>4.5000e-004</b>	<b>0.0563</b>	<b>0.0148</b>	<b>4.2000e-004</b>	<b>0.0152</b>		<b>53.6126</b>	<b>53.6126</b>	<b>1.5800e-003</b>		<b>53.6520</b>

## 521 N. Gramercy Project - Los Angeles-South Coast County, Winter

**3.4 Architectural Coating - 2021****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	5.3394					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941	0.0000	281.4481	281.4481	0.0193		281.9309
<b>Total</b>	<b>5.5583</b>	<b>1.5268</b>	<b>1.8176</b>	<b>2.9700e-003</b>		<b>0.0941</b>	<b>0.0941</b>		<b>0.0941</b>	<b>0.0941</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0193</b>		<b>281.9309</b>

**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	0.0238	0.0163	0.1841	5.4000e-004	0.0559	4.5000e-004	0.0563	0.0148	4.2000e-004	0.0152		53.6126	53.6126	1.5800e-003		53.6520
<b>Total</b>	<b>0.0238</b>	<b>0.0163</b>	<b>0.1841</b>	<b>5.4000e-004</b>	<b>0.0559</b>	<b>4.5000e-004</b>	<b>0.0563</b>	<b>0.0148</b>	<b>4.2000e-004</b>	<b>0.0152</b>		<b>53.6126</b>	<b>53.6126</b>	<b>1.5800e-003</b>		<b>53.6520</b>

**4.0 Operational Detail - Mobile**

## 521 N. Gramercy Project - Los Angeles-South Coast County, Winter

## 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	0.4011	1.9951	5.3776	0.0186	1.5463	0.0162	1.5625	0.4138	0.0151	0.4289		1,891.2564	1,891.2564	0.1027		1,893.8248
Unmitigated	0.4011	1.9951	5.3776	0.0186	1.5463	0.0162	1.5625	0.4138	0.0151	0.4289		1,891.2564	1,891.2564	0.1027		1,893.8248

## 4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	212.80	204.48	187.52	710,768	710,768
Enclosed Parking with Elevator	0.00	0.00	0.00		
Total	212.80	204.48	187.52	710,768	710,768

## 4.3 Trip Type Information

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

## 4.4 Fleet Mix

## 521 N. Gramercy Project - Los Angeles-South Coast County, Winter

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Enclosed Parking with Elevator	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891

## 5.0 Energy Detail

Historical Energy Use: N

### 5.1 Mitigation Measures Energy

Install Energy Efficient Appliances

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	8.7100e-003	0.0745	0.0317	4.8000e-004		6.0200e-003	6.0200e-003		6.0200e-003	6.0200e-003		95.0659	95.0659	1.8200e-003	1.7400e-003	95.6309
NaturalGas Unmitigated	8.7100e-003	0.0745	0.0317	4.8000e-004		6.0200e-003	6.0200e-003		6.0200e-003	6.0200e-003		95.0659	95.0659	1.8200e-003	1.7400e-003	95.6309

## 521 N. Gramercy Project - Los Angeles-South Coast County, Winter

**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	808.06	8.7100e-003	0.0745	0.0317	4.8000e-004		6.0200e-003	6.0200e-003		6.0200e-003	6.0200e-003		95.0659	95.0659	1.8200e-003	1.7400e-003	95.6309
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
<b>Total</b>		<b>8.7100e-003</b>	<b>0.0745</b>	<b>0.0317</b>	<b>4.8000e-004</b>		<b>6.0200e-003</b>	<b>6.0200e-003</b>		<b>6.0200e-003</b>	<b>6.0200e-003</b>		<b>95.0659</b>	<b>95.0659</b>	<b>1.8200e-003</b>	<b>1.7400e-003</b>	<b>95.6309</b>

**Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	0.80806	8.7100e-003	0.0745	0.0317	4.8000e-004		6.0200e-003	6.0200e-003		6.0200e-003	6.0200e-003		95.0659	95.0659	1.8200e-003	1.7400e-003	95.6309
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
<b>Total</b>		<b>8.7100e-003</b>	<b>0.0745</b>	<b>0.0317</b>	<b>4.8000e-004</b>		<b>6.0200e-003</b>	<b>6.0200e-003</b>		<b>6.0200e-003</b>	<b>6.0200e-003</b>		<b>95.0659</b>	<b>95.0659</b>	<b>1.8200e-003</b>	<b>1.7400e-003</b>	<b>95.6309</b>

**6.0 Area Detail****6.1 Mitigation Measures Area**

## 521 N. Gramercy Project - Los Angeles-South Coast County, Winter

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use only Natural Gas Hearths

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.9406	0.5083	2.8524	3.1900e-003		0.0532	0.0532		0.0532	0.0532	0.0000	614.6430	614.6430	0.0163	0.0112	618.3829
Unmitigated	9.2698	0.6945	18.9227	0.0417		2.4590	2.4590		2.4590	2.4590	299.7414	580.7607	880.5021	0.8985	0.0203	909.0275



## 521 N. Gramercy Project - Los Angeles-South Coast County, Winter

**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	0.0644					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.7398					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	8.3852	0.6640	16.2737	0.0415		2.4444	2.4444		2.4444	2.4444	299.7414	576.0000	875.7414	0.8939	0.0203	904.1512
Landscaping	0.0805	0.0306	2.6491	1.4000e-004		0.0146	0.0146		0.0146	0.0146		4.7607	4.7607	4.6300e-003		4.8763
<b>Total</b>	<b>9.2698</b>	<b>0.6945</b>	<b>18.9227</b>	<b>0.0417</b>		<b>2.4590</b>	<b>2.4590</b>		<b>2.4590</b>	<b>2.4590</b>	<b>299.7414</b>	<b>580.7607</b>	<b>880.5021</b>	<b>0.8985</b>	<b>0.0203</b>	<b>909.0275</b>

## 521 N. Gramercy Project - Los Angeles-South Coast County, Winter

**6.2 Area by SubCategory****Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0644					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.7398					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0559	0.4777	0.2033	3.0500e-003		0.0386	0.0386		0.0386	0.0386	0.0000	609.8824	609.8824	0.0117	0.0112	613.5066
Landscaping	0.0805	0.0306	2.6491	1.4000e-004		0.0146	0.0146		0.0146	0.0146		4.7607	4.7607	4.6300e-003		4.8763
<b>Total</b>	<b>0.9406</b>	<b>0.5083</b>	<b>2.8524</b>	<b>3.1900e-003</b>		<b>0.0532</b>	<b>0.0532</b>		<b>0.0532</b>	<b>0.0532</b>	<b>0.0000</b>	<b>614.6430</b>	<b>614.6430</b>	<b>0.0163</b>	<b>0.0112</b>	<b>618.3829</b>

**7.0 Water Detail****7.1 Mitigation Measures Water**

Apply Water Conservation Strategy

**8.0 Waste Detail****8.1 Mitigation Measures Waste****9.0 Operational Offroad**

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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521 N. Gramercy Project - Los Angeles-South Coast County, Winter

## 10.0 Stationary Equipment

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### Fire Pumps and Emergency Generators

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

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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### User Defined Equipment

Equipment Type	Number
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## 11.0 Vegetation

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## 521 N. Gramercy Project - Los Angeles-South Coast County, Summer

## 521 N. Gramercy Project

### Los Angeles-South Coast County, Summer

## 1.0 Project Characteristics

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### 1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	32.00	Dwelling Unit	0.30	37,135.00	92
Enclosed Parking with Elevator	32.00	Space	0.07	12,800.00	0

### 1.2 Other Project Characteristics

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.2	<b>Precipitation Freq (Days)</b>	33
<b>Climate Zone</b>	11			<b>Operational Year</b>	2021
<b>Utility Company</b>	Los Angeles Department of Water & Power				
<b>CO2 Intensity (lb/MWhr)</b>	1227.89	<b>CH4 Intensity (lb/MWhr)</b>	0.029	<b>N2O Intensity (lb/MWhr)</b>	0.006

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

521 N. Gramercy Project - Los Angeles-South Coast County, Summer

Project Characteristics -

Land Use - Project Site is 0.37 acre.

Construction Phase - Construction schedule per applicant.

Off-road Equipment - Grading equipment.

Off-road Equipment -

Off-road Equipment -

Grading - Project Site is 0.37 acre.

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

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

Construction Off-road Equipment Mitigation -

Area Mitigation -

Energy Mitigation -

Water Mitigation - Project compliance with the LA Green Building Code results in a 20% reduction in both indoor and outdoor water use.

## 521 N. Gramercy Project - Los Angeles-South Coast County, Summer

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	100	50
tblAreaCoating	Area_EF_Nonresidential_Interior	100	50
tblConstructionPhase	NumDays	5.00	44.00
tblConstructionPhase	NumDays	100.00	374.00
tblConstructionPhase	NumDays	2.00	22.00
tblConstructionPhase	PhaseEndDate	6/19/2020	7/7/2021
tblConstructionPhase	PhaseEndDate	6/5/2020	7/7/2021
tblConstructionPhase	PhaseEndDate	1/17/2020	1/30/2020
tblConstructionPhase	PhaseStartDate	6/13/2020	5/7/2021
tblConstructionPhase	PhaseStartDate	1/18/2020	1/31/2020
tblConstructionPhase	PhaseStartDate	1/16/2020	1/1/2020
tblGrading	AcresOfGrading	0.00	0.37
tblGrading	MaterialExported	0.00	350.00
tblLandUse	LandUseSquareFeet	32,000.00	37,135.00
tblLandUse	LotAcreage	0.84	0.30
tblLandUse	LotAcreage	0.29	0.07
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Welders
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00

## 2.0 Emissions Summary

## 521 N. Gramercy Project - Los Angeles-South Coast County, Summer

## 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	2.0300	14.1866	14.0100	0.0235	0.9192	0.7881	1.3084	0.4552	0.7460	0.8352	0.0000	2,181.474 1	2,181.474 1	0.4672	0.0000	2,193.153 9
2021	7.3936	14.6182	15.6535	0.0270	0.3897	0.7679	1.1575	0.1041	0.7318	0.8359	0.0000	2,508.943 7	2,508.943 7	0.4760	0.0000	2,520.843 7
Maximum	7.3936	14.6182	15.6535	0.0270	0.9192	0.7881	1.3084	0.4552	0.7460	0.8359	0.0000	2,508.943 7	2,508.943 7	0.4760	0.0000	2,520.843 7

### 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	2.0300	14.1866	14.0100	0.0235	0.4943	0.7881	1.1219	0.2264	0.7460	0.8352	0.0000	2,181.474 1	2,181.474 1	0.4672	0.0000	2,193.153 9
2021	7.3936	14.6182	15.6535	0.0270	0.3897	0.7679	1.1575	0.1041	0.7318	0.8359	0.0000	2,508.943 7	2,508.943 7	0.4760	0.0000	2,520.843 7
Maximum	7.3936	14.6182	15.6535	0.0270	0.4943	0.7881	1.1575	0.2264	0.7460	0.8359	0.0000	2,508.943 7	2,508.943 7	0.4760	0.0000	2,520.843 7

[illegible]

## 521 N. Gramercy Project - Los Angeles-South Coast County, Summer

**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	9.2698	0.6945	18.9227	0.0417		2.4590	2.4590		2.4590	2.4590	299.7414	580.7607	880.5021	0.8985	0.0203	909.0275
Energy	8.7100e-003	0.0745	0.0317	4.8000e-004		6.0200e-003	6.0200e-003		6.0200e-003	6.0200e-003		95.0659	95.0659	1.8200e-003	1.7400e-003	95.6309
Mobile	0.4128	1.9438	5.6671	0.0196	1.5463	0.0161	1.5624	0.4138	0.0150	0.4289		1,987.4336	1,987.4336	0.1032		1,990.0135
<b>Total</b>	<b>9.6913</b>	<b>2.7128</b>	<b>24.6215</b>	<b>0.0617</b>	<b>1.5463</b>	<b>2.4811</b>	<b>4.0274</b>	<b>0.4138</b>	<b>2.4801</b>	<b>2.8939</b>	<b>299.7414</b>	<b>2,663.2602</b>	<b>2,963.0016</b>	<b>1.0035</b>	<b>0.0221</b>	<b>2,994.6718</b>

**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	0.9406	0.5083	2.8524	3.1900e-003		0.0532	0.0532		0.0532	0.0532	0.0000	614.6430	614.6430	0.0163	0.0112	618.3829
Energy	8.7100e-003	0.0745	0.0317	4.8000e-004		6.0200e-003	6.0200e-003		6.0200e-003	6.0200e-003		95.0659	95.0659	1.8200e-003	1.7400e-003	95.6309
Mobile	0.4128	1.9438	5.6671	0.0196	1.5463	0.0161	1.5624	0.4138	0.0150	0.4289		1,987.4336	1,987.4336	0.1032		1,990.0135
<b>Total</b>	<b>1.3621</b>	<b>2.5266</b>	<b>8.5512</b>	<b>0.0232</b>	<b>1.5463</b>	<b>0.0753</b>	<b>1.6216</b>	<b>0.4138</b>	<b>0.0743</b>	<b>0.4881</b>	<b>0.0000</b>	<b>2,697.1426</b>	<b>2,697.1426</b>	<b>0.1213</b>	<b>0.0129</b>	<b>2,704.0273</b>



## 521 N. Gramercy Project - Los Angeles-South Coast County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	85.95	6.86	65.27	62.36	0.00	96.96	59.74	0.00	97.01	83.13	100.00	-1.27	8.97	87.91	41.49	9.71

**3.0 Construction Detail****Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Grading	Grading	1/1/2020	1/30/2020	5	22	
2	Building Construction	Building Construction	1/31/2020	7/7/2021	5	374	
3	Architectural Coating	Architectural Coating	5/7/2021	7/7/2021	5	44	

**Acres of Grading (Site Preparation Phase): 0****Acres of Grading (Grading Phase): 0.37****Acres of Paving: 0.07****Residential Indoor: 75,198; Residential Outdoor: 25,066; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 555 (Architectural Coating – sqft)****OffRoad Equipment**

## 521 N. Gramercy Project - Los Angeles-South Coast County, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Grading	Excavators	1	8.00	158	0.38
Building Construction	Welders	3	8.00	46	0.45
Grading	Concrete/Industrial Saws	0	0.00	81	0.73
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37

**Trips and VMT**

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Grading	4	10.00	0.00	44.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	27.00	5.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

Water Exposed Area

## 521 N. Gramercy Project - Los Angeles-South Coast County, Summer

**3.2 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					0.7724	0.0000	0.7724	0.4160	0.0000	0.4160			0.0000			0.0000
Off-Road	0.6954	6.9990	7.2201	0.0109		0.3865	0.3865		0.3556	0.3556		1,057.1896	1,057.1896	0.3419		1,065.7375
<b>Total</b>	<b>0.6954</b>	<b>6.9990</b>	<b>7.2201</b>	<b>0.0109</b>	<b>0.7724</b>	<b>0.3865</b>	<b>1.1589</b>	<b>0.4160</b>	<b>0.3556</b>	<b>0.7716</b>		<b>1,057.1896</b>	<b>1,057.1896</b>	<b>0.3419</b>		<b>1,065.7375</b>

**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	0.0175	0.5751	0.1274	1.5800e-003	0.0350	1.8400e-003	0.0368	9.5900e-003	1.7600e-003	0.0113		171.1664	171.1664	0.0117		171.4576
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
<b>Total</b>	<b>0.0635</b>	<b>0.6078</b>	<b>0.5653</b>	<b>2.7600e-003</b>	<b>0.1468</b>	<b>2.7700e-003</b>	<b>0.1495</b>	<b>0.0392</b>	<b>2.6200e-003</b>	<b>0.0418</b>		<b>288.7777</b>	<b>288.7777</b>	<b>0.0154</b>		<b>289.1616</b>

## 521 N. Gramercy Project - Los Angeles-South Coast County, Summer

**3.2 Grading - 2020****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					0.3476	0.0000	0.3476	0.1872	0.0000	0.1872			0.0000			0.0000
Off-Road	0.6954	6.9990	7.2201	0.0109		0.3865	0.3865		0.3556	0.3556	0.0000	1,057.189 6	1,057.189 6	0.3419		1,065.737 5
<b>Total</b>	<b>0.6954</b>	<b>6.9990</b>	<b>7.2201</b>	<b>0.0109</b>	<b>0.3476</b>	<b>0.3865</b>	<b>0.7341</b>	<b>0.1872</b>	<b>0.3556</b>	<b>0.5428</b>	<b>0.0000</b>	<b>1,057.189 6</b>	<b>1,057.189 6</b>	<b>0.3419</b>		<b>1,065.737 5</b>

**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	0.0175	0.5751	0.1274	1.5800e-003	0.0350	1.8400e-003	0.0368	9.5900e-003	1.7600e-003	0.0113		171.1664	171.1664	0.0117		171.4576
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
<b>Total</b>	<b>0.0635</b>	<b>0.6078</b>	<b>0.5653</b>	<b>2.7600e-003</b>	<b>0.1468</b>	<b>2.7700e-003</b>	<b>0.1495</b>	<b>0.0392</b>	<b>2.6200e-003</b>	<b>0.0418</b>		<b>288.7777</b>	<b>288.7777</b>	<b>0.0154</b>		<b>289.1616</b>

## 521 N. Gramercy Project - Los Angeles-South Coast County, Summer

**3.3 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	1.8880	13.5663	12.6885	0.0191		0.7830	0.7830		0.7413	0.7413		1,725.4113	1,725.4113	0.4487		1,736.6294
<b>Total</b>	<b>1.8880</b>	<b>13.5663</b>	<b>12.6885</b>	<b>0.0191</b>		<b>0.7830</b>	<b>0.7830</b>		<b>0.7413</b>	<b>0.7413</b>		<b>1,725.4113</b>	<b>1,725.4113</b>	<b>0.4487</b>		<b>1,736.6294</b>

**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	0.0178	0.5319	0.1394	1.3000e-003	0.0320	2.5000e-003	0.0345	9.2200e-003	2.3900e-003	0.0116		138.5124	138.5124	8.4500e-003		138.7237
Worker	0.1243	0.0884	1.1822	3.1900e-003	0.3018	2.5200e-003	0.3043	0.0800	2.3200e-003	0.0824		317.5505	317.5505	0.0100		317.8008
<b>Total</b>	<b>0.1420</b>	<b>0.6203</b>	<b>1.3215</b>	<b>4.4900e-003</b>	<b>0.3338</b>	<b>5.0200e-003</b>	<b>0.3388</b>	<b>0.0893</b>	<b>4.7100e-003</b>	<b>0.0940</b>		<b>456.0628</b>	<b>456.0628</b>	<b>0.0185</b>		<b>456.5244</b>

## 521 N. Gramercy Project - Los Angeles-South Coast County, Summer

**3.3 Building Construction - 2020****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8880	13.5663	12.6885	0.0191		0.7830	0.7830		0.7413	0.7413	0.0000	1,725.4113	1,725.4113	0.4487		1,736.6294
<b>Total</b>	<b>1.8880</b>	<b>13.5663</b>	<b>12.6885</b>	<b>0.0191</b>		<b>0.7830</b>	<b>0.7830</b>		<b>0.7413</b>	<b>0.7413</b>	<b>0.0000</b>	<b>1,725.4113</b>	<b>1,725.4113</b>	<b>0.4487</b>		<b>1,736.6294</b>

**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	0.0178	0.5319	0.1394	1.3000e-003	0.0320	2.5000e-003	0.0345	9.2200e-003	2.3900e-003	0.0116		138.5124	138.5124	8.4500e-003		138.7237
Worker	0.1243	0.0884	1.1822	3.1900e-003	0.3018	2.5200e-003	0.3043	0.0800	2.3200e-003	0.0824		317.5505	317.5505	0.0100		317.8008
<b>Total</b>	<b>0.1420</b>	<b>0.6203</b>	<b>1.3215</b>	<b>4.4900e-003</b>	<b>0.3338</b>	<b>5.0200e-003</b>	<b>0.3388</b>	<b>0.0893</b>	<b>4.7100e-003</b>	<b>0.0940</b>		<b>456.0628</b>	<b>456.0628</b>	<b>0.0185</b>		<b>456.5244</b>

## 521 N. Gramercy Project - Los Angeles-South Coast County, Summer

**3.3 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	1.6830	12.5117	12.4201	0.0191		0.6699	0.6699		0.6341	0.6341		1,725.6490	1,725.6490	0.4379		1,736.5952
<b>Total</b>	<b>1.6830</b>	<b>12.5117</b>	<b>12.4201</b>	<b>0.0191</b>		<b>0.6699</b>	<b>0.6699</b>		<b>0.6341</b>	<b>0.6341</b>		<b>1,725.6490</b>	<b>1,725.6490</b>	<b>0.4379</b>		<b>1,736.5952</b>

**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	0.0152	0.4855	0.1269	1.2900e-003	0.0320	9.9000e-004	0.0330	9.2200e-003	9.5000e-004	0.0102		137.4403	137.4403	8.1000e-003		137.6427
Worker	0.1157	0.0796	1.0875	3.0900e-003	0.3018	2.4400e-003	0.3042	0.0800	2.2500e-003	0.0823		307.4679	307.4679	9.0600e-003		307.6944
<b>Total</b>	<b>0.1309</b>	<b>0.5650</b>	<b>1.2144</b>	<b>4.3800e-003</b>	<b>0.3338</b>	<b>3.4300e-003</b>	<b>0.3372</b>	<b>0.0893</b>	<b>3.2000e-003</b>	<b>0.0925</b>		<b>444.9082</b>	<b>444.9082</b>	<b>0.0172</b>		<b>445.3371</b>

## 521 N. Gramercy Project - Los Angeles-South Coast County, Summer

**3.3 Building Construction - 2021****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6830	12.5117	12.4201	0.0191		0.6699	0.6699		0.6341	0.6341	0.0000	1,725.6490	1,725.6490	0.4379		1,736.5952
<b>Total</b>	<b>1.6830</b>	<b>12.5117</b>	<b>12.4201</b>	<b>0.0191</b>		<b>0.6699</b>	<b>0.6699</b>		<b>0.6341</b>	<b>0.6341</b>	<b>0.0000</b>	<b>1,725.6490</b>	<b>1,725.6490</b>	<b>0.4379</b>		<b>1,736.5952</b>

**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	0.0152	0.4855	0.1269	1.2900e-003	0.0320	9.9000e-004	0.0330	9.2200e-003	9.5000e-004	0.0102		137.4403	137.4403	8.1000e-003		137.6427
Worker	0.1157	0.0796	1.0875	3.0900e-003	0.3018	2.4400e-003	0.3042	0.0800	2.2500e-003	0.0823		307.4679	307.4679	9.0600e-003		307.6944
<b>Total</b>	<b>0.1309</b>	<b>0.5650</b>	<b>1.2144</b>	<b>4.3800e-003</b>	<b>0.3338</b>	<b>3.4300e-003</b>	<b>0.3372</b>	<b>0.0893</b>	<b>3.2000e-003</b>	<b>0.0925</b>		<b>444.9082</b>	<b>444.9082</b>	<b>0.0172</b>		<b>445.3371</b>



## 521 N. Gramercy Project - Los Angeles-South Coast County, Summer

**3.4 Architectural Coating - 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					
Archit. Coating	5.3394					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309
<b>Total</b>	<b>5.5583</b>	<b>1.5268</b>	<b>1.8176</b>	<b>2.9700e-003</b>		<b>0.0941</b>	<b>0.0941</b>		<b>0.0941</b>	<b>0.0941</b>		<b>281.4481</b>	<b>281.4481</b>	<b>0.0193</b>		<b>281.9309</b>

**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	0.0214	0.0147	0.2014	5.7000e-004	0.0559	4.5000e-004	0.0563	0.0148	4.2000e-004	0.0152		56.9385	56.9385	1.6800e-003		56.9804
<b>Total</b>	<b>0.0214</b>	<b>0.0147</b>	<b>0.2014</b>	<b>5.7000e-004</b>	<b>0.0559</b>	<b>4.5000e-004</b>	<b>0.0563</b>	<b>0.0148</b>	<b>4.2000e-004</b>	<b>0.0152</b>		<b>56.9385</b>	<b>56.9385</b>	<b>1.6800e-003</b>		<b>56.9804</b>

## 521 N. Gramercy Project - Los Angeles-South Coast County, Summer

**3.4 Architectural Coating - 2021****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	5.3394					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941	0.0000	281.4481	281.4481	0.0193		281.9309
<b>Total</b>	<b>5.5583</b>	<b>1.5268</b>	<b>1.8176</b>	<b>2.9700e-003</b>		<b>0.0941</b>	<b>0.0941</b>		<b>0.0941</b>	<b>0.0941</b>	<b>0.0000</b>	<b>281.4481</b>	<b>281.4481</b>	<b>0.0193</b>		<b>281.9309</b>

**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	0.0214	0.0147	0.2014	5.7000e-004	0.0559	4.5000e-004	0.0563	0.0148	4.2000e-004	0.0152		56.9385	56.9385	1.6800e-003		56.9804
<b>Total</b>	<b>0.0214</b>	<b>0.0147</b>	<b>0.2014</b>	<b>5.7000e-004</b>	<b>0.0559</b>	<b>4.5000e-004</b>	<b>0.0563</b>	<b>0.0148</b>	<b>4.2000e-004</b>	<b>0.0152</b>		<b>56.9385</b>	<b>56.9385</b>	<b>1.6800e-003</b>		<b>56.9804</b>

**4.0 Operational Detail - Mobile**

## 521 N. Gramercy Project - Los Angeles-South Coast County, Summer

**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	0.4128	1.9438	5.6671	0.0196	1.5463	0.0161	1.5624	0.4138	0.0150	0.4289		1,987.4336	1,987.4336	0.1032		1,990.0135
Unmitigated	0.4128	1.9438	5.6671	0.0196	1.5463	0.0161	1.5624	0.4138	0.0150	0.4289		1,987.4336	1,987.4336	0.1032		1,990.0135

**4.2 Trip Summary Information**

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	212.80	204.48	187.52	710,768	710,768
Enclosed Parking with Elevator	0.00	0.00	0.00		
Total	212.80	204.48	187.52	710,768	710,768

**4.3 Trip Type Information**

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

**4.4 Fleet Mix**

## 521 N. Gramercy Project - Los Angeles-South Coast County, Summer

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Enclosed Parking with Elevator	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891

## 5.0 Energy Detail

Historical Energy Use: N

### 5.1 Mitigation Measures Energy

Install Energy Efficient Appliances

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	8.7100e-003	0.0745	0.0317	4.8000e-004		6.0200e-003	6.0200e-003		6.0200e-003	6.0200e-003		95.0659	95.0659	1.8200e-003	1.7400e-003	95.6309
NaturalGas Unmitigated	8.7100e-003	0.0745	0.0317	4.8000e-004		6.0200e-003	6.0200e-003		6.0200e-003	6.0200e-003		95.0659	95.0659	1.8200e-003	1.7400e-003	95.6309

## 521 N. Gramercy Project - Los Angeles-South Coast County, Summer

**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	808.06	8.7100e-003	0.0745	0.0317	4.8000e-004		6.0200e-003	6.0200e-003		6.0200e-003	6.0200e-003		95.0659	95.0659	1.8200e-003	1.7400e-003	95.6309
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
<b>Total</b>		<b>8.7100e-003</b>	<b>0.0745</b>	<b>0.0317</b>	<b>4.8000e-004</b>		<b>6.0200e-003</b>	<b>6.0200e-003</b>		<b>6.0200e-003</b>	<b>6.0200e-003</b>		<b>95.0659</b>	<b>95.0659</b>	<b>1.8200e-003</b>	<b>1.7400e-003</b>	<b>95.6309</b>

**Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	0.80806	8.7100e-003	0.0745	0.0317	4.8000e-004		6.0200e-003	6.0200e-003		6.0200e-003	6.0200e-003		95.0659	95.0659	1.8200e-003	1.7400e-003	95.6309
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
<b>Total</b>		<b>8.7100e-003</b>	<b>0.0745</b>	<b>0.0317</b>	<b>4.8000e-004</b>		<b>6.0200e-003</b>	<b>6.0200e-003</b>		<b>6.0200e-003</b>	<b>6.0200e-003</b>		<b>95.0659</b>	<b>95.0659</b>	<b>1.8200e-003</b>	<b>1.7400e-003</b>	<b>95.6309</b>

**6.0 Area Detail****6.1 Mitigation Measures Area**

## 521 N. Gramercy Project - Los Angeles-South Coast County, Summer

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use only Natural Gas Hearths

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	0.9406	0.5083	2.8524	3.1900e-003		0.0532	0.0532		0.0532	0.0532	0.0000	614.6430	614.6430	0.0163	0.0112	618.3829
Unmitigated	9.2698	0.6945	18.9227	0.0417		2.4590	2.4590		2.4590	2.4590	299.7414	580.7607	880.5021	0.8985	0.0203	909.0275

## 521 N. Gramercy Project - Los Angeles-South Coast County, Summer

**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	0.0644					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.7398					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	8.3852	0.6640	16.2737	0.0415		2.4444	2.4444		2.4444	2.4444	299.7414	576.0000	875.7414	0.8939	0.0203	904.1512
Landscaping	0.0805	0.0306	2.6491	1.4000e-004		0.0146	0.0146		0.0146	0.0146		4.7607	4.7607	4.6300e-003		4.8763
<b>Total</b>	<b>9.2698</b>	<b>0.6945</b>	<b>18.9227</b>	<b>0.0417</b>		<b>2.4590</b>	<b>2.4590</b>		<b>2.4590</b>	<b>2.4590</b>	<b>299.7414</b>	<b>580.7607</b>	<b>880.5021</b>	<b>0.8985</b>	<b>0.0203</b>	<b>909.0275</b>

## 521 N. Gramercy Project - Los Angeles-South Coast County, Summer

**6.2 Area by SubCategory****Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0644					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.7398					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0559	0.4777	0.2033	3.0500e-003		0.0386	0.0386		0.0386	0.0386	0.0000	609.8824	609.8824	0.0117	0.0112	613.5066
Landscaping	0.0805	0.0306	2.6491	1.4000e-004		0.0146	0.0146		0.0146	0.0146		4.7607	4.7607	4.6300e-003		4.8763
<b>Total</b>	<b>0.9406</b>	<b>0.5083</b>	<b>2.8524</b>	<b>3.1900e-003</b>		<b>0.0532</b>	<b>0.0532</b>		<b>0.0532</b>	<b>0.0532</b>	<b>0.0000</b>	<b>614.6430</b>	<b>614.6430</b>	<b>0.0163</b>	<b>0.0112</b>	<b>618.3829</b>

**7.0 Water Detail****7.1 Mitigation Measures Water**

Apply Water Conservation Strategy

**8.0 Waste Detail****8.1 Mitigation Measures Waste****9.0 Operational Offroad**

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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## 521 N. Gramercy Project - Los Angeles-South Coast County, Summer

**10.0 Stationary Equipment**

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**Fire Pumps and Emergency Generators**

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

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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**User Defined Equipment**

Equipment Type	Number
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**11.0 Vegetation**

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**Appendix B**  
**Noise Monitoring Data**





# 521 N. Gramercy - 1

## Information Panel

Name	521 N. Gramercy - 1
Start Time	5/30/2019 12:31:57 PM
Stop Time	5/30/2019 12:46:57 PM
Model Type	SoundPro DL
Run Time	00:15:00

## Summary Data Panel

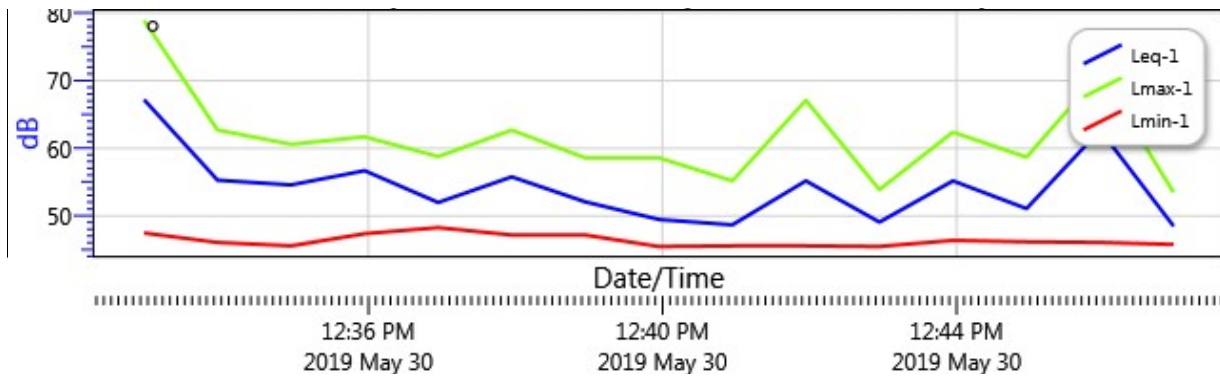
<u>Description</u>	<u>Meter</u>	<u>Value</u>	<u>Description</u>	<u>Meter</u>	<u>Value</u>
Lmin	1	45.5 dB	Lmax	1	78.9 dB
Leq	1	58.2 dB			
Exchange Rate	1	3 dB	Log Rate	1	60 s
Weighting	1	A	Response	1	SLOW

## Logged Data Table

Date/Time	Leq-1	Lmax-1	Lmin-1
5/30/2019 12:32:57 PM	67.2	78.9	47.5
12:33:57 PM	55.3	62.7	46.1
12:34:57 PM	54.6	60.6	45.6
12:35:57 PM	56.7	61.7	47.4
12:36:57 PM	52	58.8	48.3
12:37:57 PM	55.8	62.7	47.2
12:38:57 PM	52.1	58.6	47.2
12:39:57 PM	49.5	58.6	45.5
12:40:57 PM	48.7	55.2	45.6
12:41:57 PM	55.2	67.1	45.6
12:42:57 PM	49.1	53.9	45.5
12:43:57 PM	55.2	62.4	46.4
12:44:57 PM	51.1	58.7	46.2
12:45:57 PM	62.7	71.1	46.1
12:46:57 PM	48.5	53.5	45.8

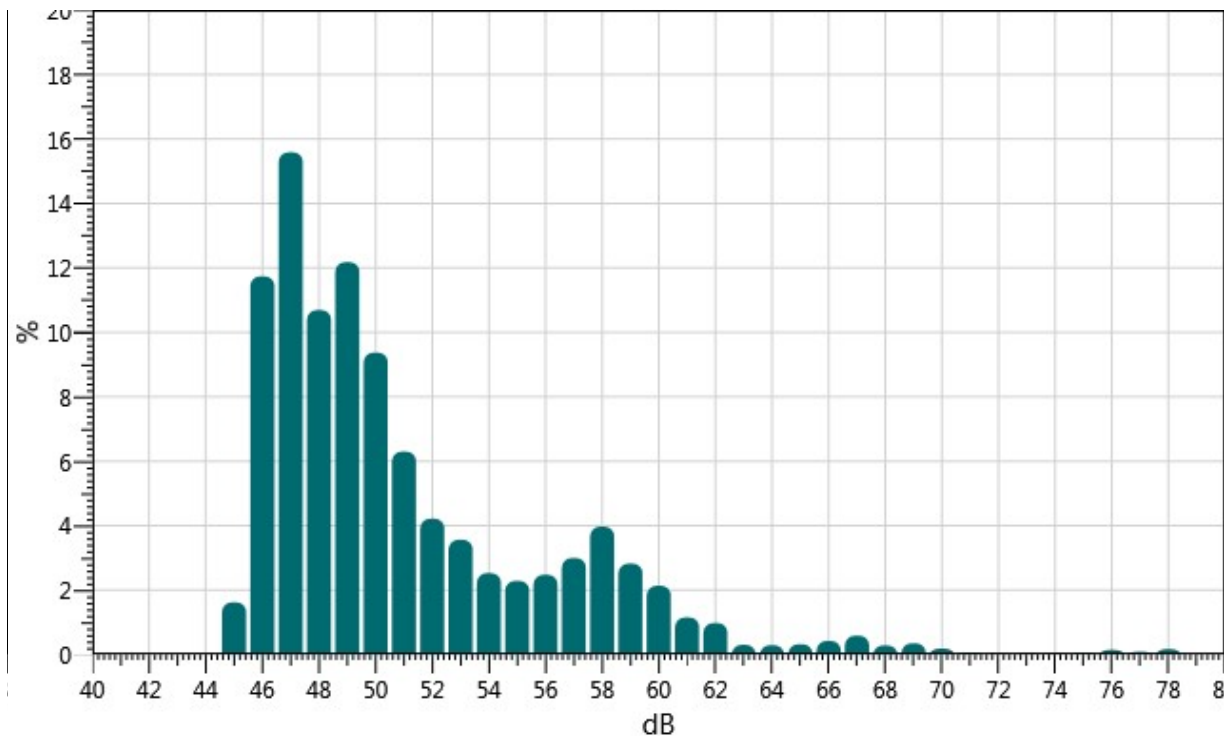
## Logged Data Chart

S041: Logged Data Chart



## Statistics Chart

S041: Statistics Chart



## Calibration History

Date	Calibration Action	Level	Cal. Model Type	Serial Number	Cert. Due Date
5/30/2019 12:30:29 PM	Calibration	114.0			

# NOISE MONITORING FIELD REPORT

## Site Map

Project Name: 521 N. Gramercy Place

Monitoring Address: 521 N. Gramercy Place

Date: 5/30/19 Site Number: 1

Measured By: Holly Galbreath

Weather Conditions: 73°, sunny

Wind Speed: 6 mph Wind Direction: From SSW

Measurement Start Time: 12:31 pm



Measurement End Time: 12:46 pm Total Measurement Time: 15 min

Noise Meter Model: 3M SoundPro SP DL-1 Calibration: 114.0 (dBA)

Meter Setting: A-Weighted Sound Level (SLOW) Session File Name: 5041

Primary Noise Sources: Traffic, pedestrian activity, residential

### Data Summary

### Other Noise Sources During Monitoring

Noise Scale	Noise Level (dBA)
<u>Leq</u>	<u>58.2</u>
<u>L<sub>max</sub></u>	<u>78.9</u>
<u>L<sub>min</sub></u>	<u>45.5</u>

1. \_\_\_\_\_ Time: \_\_\_\_\_
2. \_\_\_\_\_ Time: \_\_\_\_\_
3. \_\_\_\_\_ Time: \_\_\_\_\_
4. \_\_\_\_\_ Time: \_\_\_\_\_
5. \_\_\_\_\_ Time: \_\_\_\_\_

Additional Notes:

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## 521 N. Gramercy - 2

### Information Panel

Name	521 N. Gramercy - 2
Start Time	5/30/2019 12:53:39 PM
Stop Time	5/30/2019 1:08:39 PM
Model Type	SoundPro DL
Run Time	00:15:00

### Summary Data Panel

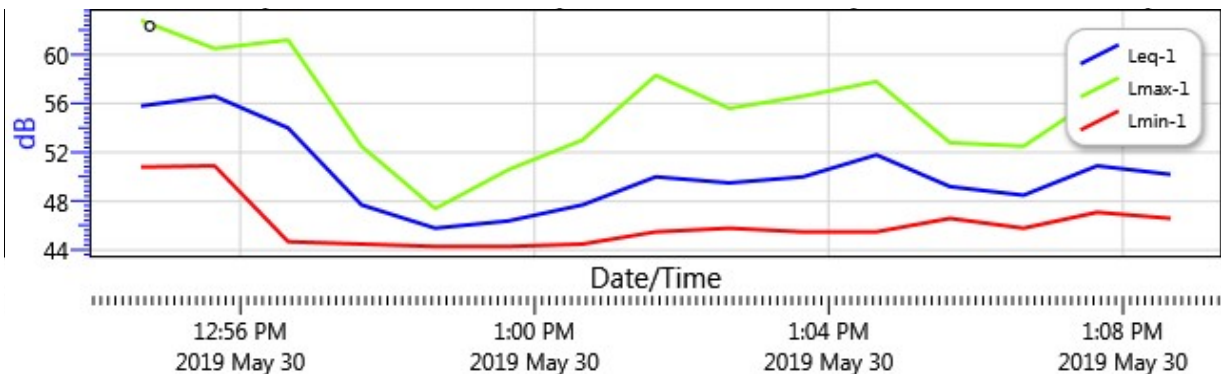
<u>Description</u>	<u>Meter</u>	<u>Value</u>	<u>Description</u>	<u>Meter</u>	<u>Value</u>
Lmin	1	44.3 dB	Lmax	1	62.8 dB
Leq	1	51.4 dB			
Exchange Rate	1	3 dB	Log Rate	1	60 s
Weighting	1	A	Response	1	SLOW

### Logged Data Table

Date/Time	Leq-1	Lmax-1	Lmin-1
5/30/2019 12:54:39 PM	55.8	62.8	50.8
12:55:39 PM	56.6	60.5	50.9
12:56:39 PM	54	61.2	44.7
12:57:39 PM	47.7	52.5	44.5
12:58:39 PM	45.8	47.4	44.3
12:59:39 PM	46.4	50.6	44.3
1:00:39 PM	47.7	53	44.5
1:01:39 PM	50	58.3	45.5
1:02:39 PM	49.5	55.6	45.8
1:03:39 PM	50	56.6	45.5
1:04:39 PM	51.8	57.8	45.5
1:05:39 PM	49.2	52.8	46.6
1:06:39 PM	48.5	52.5	45.8
1:07:39 PM	50.9	56.5	47.1
1:08:39 PM	50.2	56.1	46.6

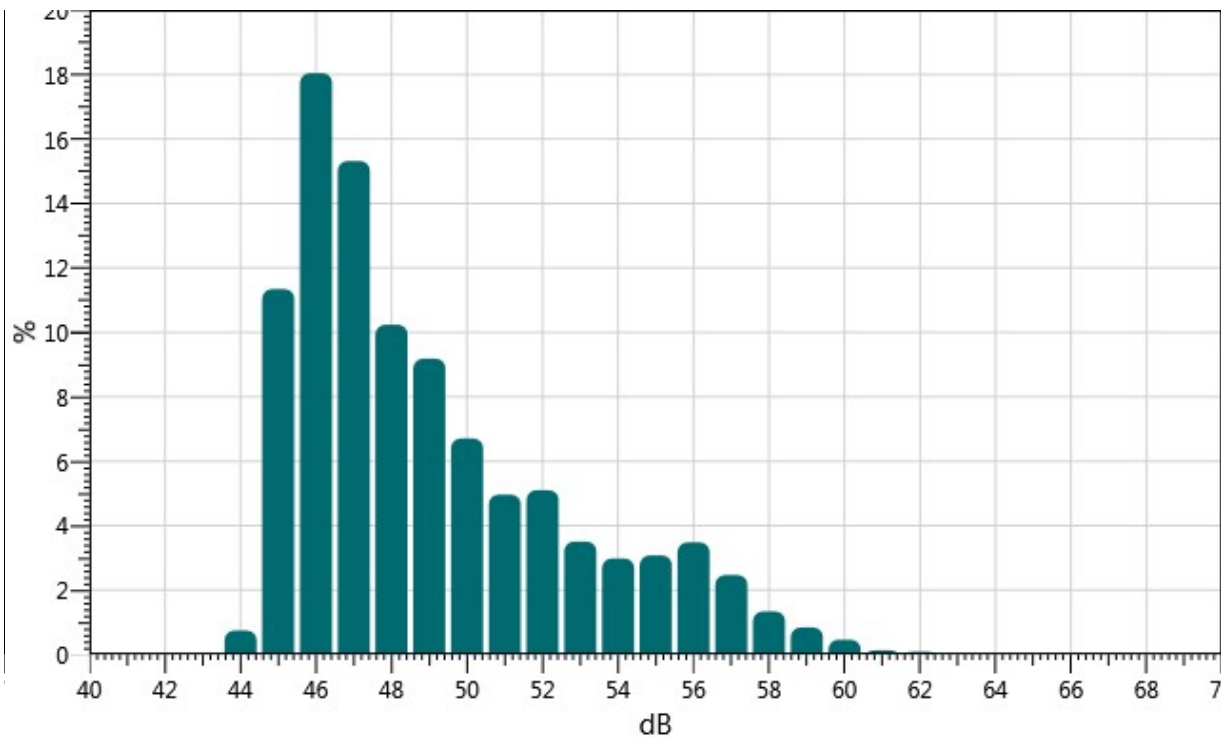
## Logged Data Chart

S042: Logged Data Chart



## Statistics Chart

S042: Statistics Chart



## Calibration History

Date	Calibration Action	Level	Cal. Model Type	Serial Number	Cert. Due Date
5/30/2019 12:30:29 PM	Calibration	114.0			



# NOISE MONITORING FIELD REPORT

## Site Map

Project Name: 521 N. Gramercy Place

Monitoring Address: 521 N. Gramercy Place

Date: 5/30/19 Site Number: 2

Measured By: Holly Galbreath

Weather Conditions: 73°, Sunny

Wind Speed: 6 mph Wind Direction: From SSW

Measurement Start Time: 12:53 pm



Measurement End Time: 1:08 pm

Total Measurement Time: 15 min

Noise Meter Model: 3M SoundPro SP DL-1 Calibration: 114.0 (dBA)

Meter Setting: A-Weighted Sound Level (SLOW) Session File Name: S042

Primary Noise Sources: Traffic, pedestrian activity, residential

## Data Summary Other Noise Sources During Monitoring

Noise Scale	Noise Level (dBA)
<u>Leq</u>	<u>51.4</u>
<u>L<sub>max</sub></u>	<u>62.8</u>
<u>L<sub>min</sub></u>	<u>44.3</u>

1. \_\_\_\_\_ Time: \_\_\_\_\_
2. \_\_\_\_\_ Time: \_\_\_\_\_
3. \_\_\_\_\_ Time: \_\_\_\_\_
4. \_\_\_\_\_ Time: \_\_\_\_\_
5. \_\_\_\_\_ Time: \_\_\_\_\_

Additional Notes:

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# **Exhibit E**

**HCIDLA AB 2556**

**Determination**





Eric Garcetti, Mayor  
Rushmore D. Cervantes, General Manager

**DATE:** June 24, 2019

**TO:** Gramercy Holdings 26, LLC, a California limited liability company, Owner

**FROM:** Marites Cunanan, Senior Management Analyst I *McCunanan*  
Los Angeles Housing and Community Investment Department

**SUBJECT:** **AB 2556 (TOC) Determination for**  
**517-525 ½ North Gramercy Place, Los Angeles, CA 90004**

Based on the Affordable Unit Determination Application submitted by Matthew Hayden (Owner Representative) on behalf of Gramercy Holdings 26, LLC, a California limited liability company (Owner), the Los Angeles Housing + Community Investment Department (HCIDLA) has determined that seven (7) units (as detailed below) 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 Application on or about April 3, 2019, so HCIDLA must collect data from April 2014 to April 2019.

Gramercy Holdings 26, LLC, a California limited liability company (Owner) acquired the properties commonly known as: 517-525 ½ N Gramercy Pl. under APN # 5522-014-042, Lots 4-6 on April 29, July 5 and November 3, 2016 per Grant Deeds.

Per Department of City Planning (ZIMAS), County Assessor Parcel Information (LUPAMS), Datatree database, Billing Information Management System (BIMS) database and the Code, Compliance and Rent Information System (CRIS) database, the property commonly known as 517-525 ½ N. Gramercy Pl., has a use code of "0300 - Residential - Three Units". Google Earth images, Internet Search, and the Rent Stabilization Ordinance (RSO) Unit confirmed that the property contained a multifamily structure. Per the Rent Stabilization Ordinance (RSO) Unit, the property commonly known as 517-525 ½ N. Gramercy Pl. is a vacant lot from 2018 and onwards. Prior to 2018, the property contained seven (7) units that were subject to the RSO.

The Los Angeles Department of Building and Safety database indicates that property was demolished under Demolition Permits 17019-10000-03601, 17019-10000-03602 and 17019-10000-03610. The Los Angeles Department of Building and Safety database indicates that the Owner has been issued Building Permit 17010-20000-02344 for the project.

Per the Affordable Unit Determination Application received by HCIDLA on or about April 3, 2019, the Owner plans to construct a thirty-two (32) unit apartment, pursuant to Transit Oriented Communities (TOC) guidelines.

ADDRESS	BEDROOM TYPE
517 N Gramercy Pl. Unit #1	2-BR
519 N Gramercy Pl. Unit #1	Studio

519 ½ N Gramercy Pl. Unit #2	Studio
521 N Gramercy Pl. Unit #1	2-BR
523 N Gramercy Pl. Unit #1	2-BR
525 N Gramercy Pl. Unit #1	Studio
525 ½ N Gramercy Pl. Unit #2	Studio

No income documents were provided for these unit(s). Pursuant to AB 2556, where incomes of existing or former tenants are unknown, the required percentage of affordability is determined by the percentage of extremely low, very low, and low income rents in the jurisdiction as shown in the HUD Comprehensive Housing Affordability Strategy (CHAS) database. At present, the CHAS database shows 31% Extremely Low (Below 31% Area Median Income [AMI]), 19% Very Low ([31% to 50% AMI]), and 18% Low ([51% to 80% AMI]) renter households for Los Angeles (for a total of 68%). The balance of these unit(s) (i.e. 32%) are presumed to have been occupied by persons and families above-lower income.

**Number of Existing RSO Units within five (5) years of Owner's application = 7**  
**Number of Affordable Replacement Units required per CHAS: 5 (see table)**

7 Units x 68%	5 Units
31% Extremely Low	2 Units
19% Very Low	2 Units
18% Low	1 Unit
Market Rate RSO units	2 Units

**Number of Unit(s) presumed to be above-lower income subject to replacement = 2**

**For Rental:**

Pursuant to CHAS, seven (7) unit(s) need to be replaced with equivalent type, with two (2) units restricted to Extremely Low Income Households, two (2) units restricted to Very Low Income Households, and one (1) unit to Low Income Households. For the two (2) remaining units presumed to have been occupied by an above-lower income person or household, as permitted by California Government Code §65915(c)(3)(C)(ii), the City has opted to require that those unit(s) be replaced in compliance with the City's Rent Stabilization Ordinance (RSO).

Please note that all the new units may be subject to RSO requirements unless an RSO Exemption is filed and approved by the RSO Section. This determination is provisional and subject to verification by the RSO Section.

This AB 2556 determination only applies if the proposed project is a rental TOC project and NOT condominiums. In the event the project changes to condominiums, the owner needs to request an AB 2556 amendment to reflect 100% replacement of the units. In addition, if the project is changed from TOC to Density Bonus or vice-versa, an AB 2556 amendment will also be required.

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**\*\*WARNING\*\***

**LOT TIES AND EXISTING PRE-1978 SINGLE FAMILY DWELLING ON ONE LOT**

<b>ISSUE:</b>	Is a <b>LOT TIE</b> required for the <b>NEW</b> project?
<b>IF NO:</b>	Owner's existing Rent Stabilization (RSO) replacement obligation, if any, remains the <b>SAME</b> as above.
<b>IF YES:</b>	Owner's existing RSO replacement obligation, if any, will <b>INCREASE</b> by one and the new project will also be subject to the RSO, unless the existing single family dwelling is demolished before the lots are tied.

**NOTE: This determination is provisional and is subject to verification by HCIDLA's Rent Division.**

If you have any questions regarding this determination, please contact Jacob Comer at [Jacob.comer@lacity.org](mailto:Jacob.comer@lacity.org).

cc: Los Angeles Housing and Community Investment Department File  
Gramercy Holdings 26, LLC, a California limited liability company, Owner  
Ulises Gonzalez, Case Management Section, City Planning Department

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