DEPARTMENT OF CITY PLANNING

APPEAL REPORT

City Planning Commission

Date: October 24, 2019
Time: After 8:30 a.m.*
Place Van Nuys, Council Chamber, 2nd Floor
14410 Sylvan St.
Van Nuys, CA 91401

Public Hearing: Required
Appeal Status: Not further appealable to City Council
Expiration Date: October 31, 2019

Case No.: DIR-2018-347-TOC-SPP-SPPA-1A
CEQA No.: ENV-2018-348-CE
Council No.: 13 – O'Farrell
Plan Area: Hollywood
Specific Plan: Vermont/Western Station Neighborhood Area Plan (SNAP) Specific Plan – Subarea B (Mixed Use Boulevards)
Certified NC: East Hollywood
GPLU: Highway Oriented Commercial
Zone: C2-1D
Applicant: 4575 Santa Monica Blvd. LLC

Representative: Greg Wittmann
500r LLC

Appellant: Linda Kroff

Appellants' Representative: Kristina Kropp
Luna & Glushon

PROJECT LOCATION: 4575 W. Santa Monica Blvd.; 1102-1112 N. Lyman Place

PROPOSED PROJECT: Demolition of two (2) auto repair buildings totaling 2,160 square feet, and the construction, use and maintenance of a five-story, 13,882 square-foot, 16-unit residential building within Subarea B (Mixed Use Boulevards) of the Vermont/Western Station Neighborhood Area Plan (SNAP) Specific Plan;

REQUEST: **Appeal** of the Director of Planning's determination conditionally approving a Transit Oriented Communities (TOC) Affordable Housing Incentive Program, Project Permit Compliance Review, and Project Permit Adjustment for the project, pursuant to Section 12.22 A.31, Section 11.5.7 C, and Section 11.5.7 E of the Los Angeles Municipal Code (LAMC) and the Vermont/Western Station Neighborhood Area (SNAP) Specific Plan Ordinance No. 184,888; and of the Categorical Exemption, ENV-2018-348-CE, as the environmental clearance for the project.

RECOMMENDEDATION:

1. **Deny** the appeal of DIR-2018-347-TOC-SPP-SPPA.
2. **Sustain** the action of the Director of Planning in approving DIR-2018-347-TOC-SPP-SPPA.
3. **Adopt** the Findings of the Director of Planning.

4. **Determine** that, based on the whole of the administrative record as supported by the justification prepared and found in the environmental case file, the project is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines, Section 15332 (In-Fill Development Project) Class 32, and there is no substantial evidence demonstrating that any exceptions contained in Section 15300.2 of the State CEQA Guidelines regarding location, cumulative impacts, significant effects or unusual circumstances, scenic highways, or hazardous waste sites, or historical resources applies.

VINCENT P. BERTONI, AICP
Director of Planning

Christina Toy Lee, Senior City Planner

Tina Vacharkulksemuk, City Planner

Jason Hernández, City Planning Associate

ADVICE TO PUBLIC: * The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the *Commission Secretariat, Room 272, City Hall, 200 North Spring Street, Los Angeles, CA 90012 (Phone No. 213-978-1300).* While all written communications are given to the Commission for consideration, the initial packets are sent to the Commission's Office a week prior to the Commission's meeting date. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendized herein, or in written correspondence on these matters delivered to the agency at or prior to the public hearing. As a covered entity under Title II of the American 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 its 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 no later than seven working days prior to the meeting by calling the Commission Secretariat at (213) 978-1300.

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APPEAL REPORT

On July 1, 2019, the Director of Planning approved a 70 percent increase in density, 45 percent increase in Floor Area Ratio (FAR), and 0.5 parking spaces per bedroom consistent with the provisions of the Transit Oriented Communities (TOC) Affordable Housing Incentive Program for a qualifying Tier 3 project totaling 16 dwelling units, reserving two (2) units for Extremely Low Income Household occupancy for a period of 55 years, with the following three (3) Additional Incentives as follows: (1) a 9-foot, 4-inch increase in height to permit 59 feet, 4 inches of maximum building height in lieu of the maximum 50 feet otherwise permitted, an increase of 6 feet, 4 inches (36 feet, 4 inches) in height to the stepback requirement per the SNAP which requires no portion of any structure to exceed 30 feet in height within 15 feet from the front property line, and transitional height per TOC in lieu of the otherwise required SNAP transitional height requirement when abutting a Subarea A lot; (2) a 25 percent reduction to permit a minimum 1,425 square feet of overall usable open space in lieu of the minimum 1,900 square feet otherwise required; and (3) a 25 percent reduction in the minimum required at grade/first habitable room level open space requirement of a minimum of 534.4 square feet of open space in lieu of the minimum 712.5 square feet otherwise required. The project also entails a Project Permit Compliance Review for the demolition of the two (2) auto repair buildings totaling 2,160 square feet, and the construction, use and maintenance of a five-story, 13,882 square-foot, 16-unit residential building within Subarea B (Mixed Use Boulevards) of the Vermont/Western Station Neighborhood Area Plan (SNAP) Specific Plan; and a Project Permit Adjustment to permit the transfer of 164.6 square feet of the minimum required 716 square feet of transparent elements from the western façade along Lyman Place, to the southern façade along Santa Monica Boulevard as otherwise required per Development Standard 6.

The Director of Planning determined that based on the whole of the administrative record as supported by the justification prepared and found in the environmental case file, the project is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines, Section 15332 (In-Fill Development Project) Class 32, and there is no substantial evidence demonstrating that any exceptions contained in Section 15300.2 of the State CEQA Guidelines regarding location, cumulative impacts, significant effects or unusual circumstances, scenic highways, or hazardous waste sites, or historical resources applies.

On July 18, 2019, the Department of City Planning received an appeal of the Director of Planning's decision to conditionally approve a TOC Affordable Housing Incentive Program and a Project Permit Compliance Review under Case No. DIR-2018-347-TOC-SPP-SPPA.

Background

The subject property consists of a corner rectangular lot with approximately 40 feet of frontage along the northerly side of Santa Monica Boulevard and an approximately 133 feet of frontage along Lyman Place. The subject lot has a uniform depth of approximately 133 feet for a total lot size of 5,321 square feet per the topographic survey. The project site is located within the Hollywood Community Plan and Subarea B (Mixed Use Boulevards) of the Vermont/Western Station Neighborhood Area Plan (SNAP) Specific Plan. The site is zoned C2-1D, designated for Highway Oriented Commercial land uses and currently improved with two automotive repair buildings.

The surrounding area is characterized by level topography and improved streets. Properties to the north are zoned RD1.5-1XL, located within Subarea A (Neighborhood Conservation) of the SNAP, and developed with one- to three-story single- and multi-family residential buildings. The

property to the west, across Lyman Place, is zoned PF-1XL, located within Subarea E (Community Facilities) of the SNAP and developed with the Cahuenga Branch Library, which is designated as Historical-Cultural Monument #314. Properties to the east are zoned C2-1D, located within Subarea B of the SNAP, and currently developed with commercial uses. The property to the south, across Santa Monica Boulevard, is zoned [Q]PF-1XL, located within Subarea E of the SNAP, and developed with a City of Los Angeles Bureau of Street Lighting facility.

Project Summary

The proposed project is for the demolition of two (2) auto repair buildings totaling 2,160 square feet, and the construction, use and maintenance of a five-story, 16-unit residential building measuring 59 feet, 4 inches in height. The project is setting aside 11 percent of the base nine (9) units for Extremely Low Income Households. The building will contain 13,882 square feet of floor area with a 2.61:1 FAR. The unit mix will be comprised of one (1) studio unit, three (3) one-bedroom units, and 12 two-bedroom units. There will be 10 automobile parking spaces, eight (8) bicycle parking spaces, and 1,425 square feet of open space.

Pursuant to the TOC Guidelines, the project is eligible for Base Incentives and up to three (3) Additional Incentives for setting aside 11 percent of the base nine (9) units for Extremely Low Income Households. The applicant is seeking a discretionary approval of the TOC Housing Incentive Program with the following incentives:

Base Incentives:
1. 70 percent increase in density,
2. 45 percent increase in Floor Area Ratio (FAR); and
3. 0.5 vehicle parking spaces per unit,

Additional Incentives:
1. Height increase to the maximum building height, stepback requirement, and transitional height.
2. 25 percent reduction in the overall usable open space requirement; and
3. 25 percent reduction in the minimum open space required at grade/first habitable room level

The Appeal/Staff Responses

The following is a summary of the appeal and staff response.

Appeal Point 1: *The incentives are not required to provide for affordable housing costs.*

Staff's Response: The required findings for TOC are the same as those set forward in Density Bonus 12.22 A.25. Per the required findings, the Commission must approve a Density Bonus and requested incentives unless the Commission makes a finding based on substantial evidence that the incentives do not result in identifiable and actual cost reductions to provide for affordable housing costs. The record does not contain substantial evidence that would allow the Commission to deny the incentive by making 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 incentives in the TOC Guidelines were pre-evaluated at the time the TOC Affordable Housing Incentive Program Ordinance was adopted to include types of relief that minimize restrictions on the size of the project. As such, the Director will always arrive at the conclusion that the on-menu incentives are required to provide for affordable housing costs because the incentives by their nature increase the scale of the project. The following incentives allow the developer to reduce open space requirements per the SNAP and increase the building height so that affordable housing units reserved for Extremely Low Income Households can be constructed and the overall space dedicated to residential uses is increased. These incentives support the applicant's decision to reserve two (2) units for Extremely Low Income Households.

Though projects have been approved in the area without the use of the density bonus or TOC incentives, this does not preclude this project from taking advantage of the density bonus and affordable housing incentives.

Appeal Point 2: *Approval of the TOC will have a specific adverse impact upon public health and safety or properties listed in the California Register of Historical Resources.*

Staff's Response: There is no substantial evidence in the record that the proposed incentives will have a specific adverse impact. A "specific adverse impact" is defined as, "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22.A.25(b)). As required by Section 12.22 A.25 (e)(2), the project meets the eligibility criterion that is required for density bonus projects. The project also does not involve a contributing structure in a designated Historic Preservation Overlay Zone or on the City of Los Angeles list of Historical-Cultural Monuments. The appellant has identified no written public health or safety standards, policies or conditions upon which they base this appeal point

The property to the west, across Lyman Place, is developed with the Cahuenga Branch Library, which is designated as Historical-Cultural Monument #314, but the Department of City Planning, Office of Historic Resources confirmed the proposed project could not render the library ineligible for historic designation and no Historic Resource Assessment (HRA) or impacts assessment were required per an email dated April 2, 2018 (Exhibit F). Therefore, there is no substantial evidence that the proposed incentives will have a specific adverse impact on public health and safety or Historical Resources.

Appeal Point 3: *The project does not substantially comply with the applicable regulations, findings, standards, and provisions of the Vermont/Western SNAP.*

Staff's Response: As indicated in the Letter of Determination dated June 4, 2019, the proposed project complies with all the applicable provisions of the Vermont/Western SNAP and TOC Affordable Housing Incentive Program.

In regards to the maximum height, the SNAP allows any new mixed-use or 100 percent residential building to have a maximum height of 50 feet regardless of the underlying zone. However, the applicant is seeking a 9-foot, 4-inch increase in overall height to permit 59 feet, 4 inches of maximum building height in lieu of the maximum 50 feet otherwise permitted per the SNAP in exchange for setting aside 10 percent, or two (2) units, of the total 16 units for Extremely Low Income households per the TOC Affordable Housing Incentive Program. Tier 3 of TOC allows for a maximum 22-foot increase in overall height. The proposed building will have a maximum height of 59 feet, 4 inches, which is approximately 12 feet below the maximum permitted height limit of 72 feet per the TOC incentive. Therefore, as conditioned and in conjunction with the TOC Affordable Housing Incentive Program, the project complies with the height regulation in Section 8.B of the Specific Plan.

Moreover, the SNAP has provisions regarding minimum and maximum parking requirements. However, the applicant proposes to utilize the Automobile Parking Incentive under the TOC Housing Incentive Program, which allows 0.5 spaces per unit in Tier 3 of TOC, inclusive of guest parking spaces, in exchange for setting aside the required percentage of affordable units. The TOC Automobile Parking Incentive replaces the minimum parking requirement in the SNAP; however, the project is still subject to the maximum parking requirement per the SNAP. The project proposes 16 units, requiring a minimum of eight (8) spaces per the TOC Housing Incentive Program. The SNAP limits the maximum number of automobile parking spaces to 38. The project will provide 10 parking spaces without any guest parking spaces (as permitted by TOC), which is within the minimum and maximum parking requirements. Therefore, the project complies with the parking requirement.

Lastly, the conversion provisions found under Section 8.F are not applicable to a new development project, but are meant to regulate condominium conversions. As such, the applicant is not required to provide an acoustical report or utility metering report as a project that proposes the demolition of two (2) auto repair buildings and the construction, use and maintenance of a five-story residential building.

Appeal Point 4: *The project fails to incorporate mitigation measures, monitoring measure when necessary, or alternatives identified in the environmental review which would mitigate the negative environmental effects of the project, to the extent physically feasible.*

Staff's Response: The appellants contend that Staff did not make the environmental finding necessary for a Project Permit Compliance per LAMC Section 11.5.7 C.2 which states: That the project incorporates mitigation measures,

monitoring measures **when necessary**, or alternatives identified in the environmental review which would mitigate the negative environmental effects of the project, to the extent physically feasible. Staff reviewed the entire record and there is no evidence that the Exceptions to a Categorical Exemption apply. There will be no cumulative impact associated with successive projects of the same type in the same place, the project will not have a significant effect on the environment due to unusual circumstances, the project will not result in damage to scenic resources, the site is not labeled as a hazardous waste site, and the site is not a designated historical resource.

Appeal Point 5: *The project does not qualify for a Class 32 Exemption.*

Staff's Response: As shown in Exhibit E, the project qualifies for a Class 32 Categorical Exemption. According to the Traffic Study Exemption Threshold from the Los Angeles Department of Transportation (LADOT), the threshold for requiring a traffic study is 36 units for apartment buildings with a peak hour rate of 0.7 per unit and a highest peak hour trip designation of 25. This project does not meet LADOT's threshold. Furthermore, the project will be subject to Regulatory Compliance Measures (RCMs), which require compliance with the City of Los Angeles Noise Ordinance. Moreover, if the proposed project has less than 80 residential units and involves less than 20,000 cubic yards of soil export, it will not likely exceed the SCAQMD construction or operational thresholds, and therefore will not require an Air Quality Assessment. Interim thresholds were developed by DCP staff based on CalEEMod model runs relying on reasonable assumptions, consulting with AQMD staff, and surveying published air quality studies for which criteria air pollutants did not exceed the established SCAQMD construction and operational thresholds. Moreover, the applicant has provided an Air Quality and Noise Study (Exhibit G) which found that there would be less than significant impacts.

Lastly, the conversion provisions found under Section 8.F are not applicable to a new development project, but are meant to regulate condominium conversions. As such, the applicant is not required to provide an acoustical report or utility metering report as a project that proposes the demolition of two (2) auto repair buildings and the construction, use and maintenance of a five-story residential building.

Appeal Point 6: *Exceptions to the Categorical Exemptions apply.*

Staff's Response: The appellant claims that CEQA prohibits use of a categorical exemption when "there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstance. However, the project opponent has the burden of producing substantial evidence showing a reasonable possibility of adverse environmental impact sufficient to remove the project from the categorically exempt class. (See Davidon Homes v. City of San Jose [(1997)] 54 Cal.App.4th [106,] 115 [62 Cal. Rptr. 2d 612]; see also Guidelines, § 15300.2, subd. (c).)" (Magan v. County of Kings (2002) 105 Cal.App.4th 468, 476 [129 Cal. Rptr. 2d 344].)..."

The appellant has not provided any substantial evidence to show how the exceptions to the categorical exemption apply. As such, the fair argument standard does not govern determinations whether the exceptions apply to a categorical exemption. Moreover, the appellant claims that there will be shading impacts to the adjacent properties, including their building which contains a photography studio designed specifically to have natural light via skylights, as well as the newly renovated historic Cahuenga Branch Library. Senate Bill (SB) 743 sets forth guidelines for evaluating aesthetic impacts of a project located in a transit priority area (TPA) under CEQA as follows: "Aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area (TPA) shall not be considered significant impacts on the environment." Pursuant to Public Resources Code Section 21099(a)(7), a TPA is defined as an area within one-half mile of a major transit stop that is existing or planned, and a major transit stop is defined as a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. Pursuant to Public Resources Code Section 21099(a)(4), an infill site is a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses. The City's Zoning Information (ZI) No. 2452 provides further information regarding SB 743 and states that "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 shall not be considered an impact for infill projects within TPAs pursuant to CEQA."

The proposed project is subject to SB 743 as a residential project on an infill site surrounded by residential and commercial uses on all sides and located approximately 1,000 feet from the Vermont/Santa Monica Metro Red Line Station and multiple bus stops such as Metro Bus Line 4, 204, and 754, with an average service interval of approximately 10 minutes and located less than 625 feet from the DASH Hollywood with an average service interval of approximately 11 minutes. Therefore, none of the potential aesthetic impacts associated with the project can be considered a significant impact on the environment.

Additionally, per the amended Appendix G Checklist of the CEQA Guidelines, CEQA does not protect private views and only requires an analysis of a project's impact on quality of public views of the site and its surroundings. Public views are those that are experienced from a publicly accessible vantage point.

Finally, there is not a succession of known projects of the same type and in the same place as the subject project at the time of filing, January 19, 2018, which is the CEQA baseline. Based on the list of successive projects provided by the appellant, none of the projects were filed on or before January 19, 2018.

Address	Case No.	Date Filed
1134-1140 Westmoreland	DIR-2018-7679-SPP	12/27/18
4626 Santa Monica	DIR-2019-337-SPP-SPPA-TOC-SPR	1/16/19
4537-4545 Santa Monica	DIR-2019-2431-SPP-TOC	4/23/19
1225 Vermont	DIR-2019-909-TOC-SPP	2/13/19
1200 Vermont	DIR-2019-1254-TOC-SPP	3/4/19

Furthermore, according to § 21080.1 of the CEQA Guidelines, "the lead agency shall be responsible for determining whether an environmental impact report, a negative declaration, or a mitigated negative declaration shall be required for any project which is subject to this division." An Environmental Impact Report is only required for potentially significant unmitigated impacts. The lead agency determined that based on the whole of the administrative record as supported by the justification prepared and found in the environmental case file, the project is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines, Section 15332 (In-Fill Development Project) Class 32, and there is no substantial evidence demonstrating that any exceptions contained in Section 15300.2 of the State CEQA Guidelines regarding location, cumulative impacts, significant effects or unusual circumstances, scenic highways, or hazardous waste sites, or historical resources applies.. Therefore, an Environmental Impact Report was not required and a Categorical Exemption was the proper CEQA determination.

STAFF'S RECOMMENDATION:

In consideration of the foregoing, it is submitted that the Director of Planning acted reasonably in conditionally approving a Transit Oriented Communities (TOC) Affordable Housing Incentive Program, Project Permit Compliance Review, and Project Permit Adjustment for the demolition of two (2) auto repair buildings totaling 2,160 square feet, and the construction, use and maintenance of a five-story, 13,882 square-foot, 16-unit residential building within Subarea B (Mixed Use Boulevards) of the Vermont/Western Station Neighborhood Area Plan (SNAP) Specific Plan. Staff recommends that the Los Angeles City Planning Commission deny the appeal, sustain the action of the Director of Planning in approving a Transit Oriented Communities (TOC) Affordable Housing Incentive Program, Project Permit Compliance Review, and Project Permit Adjustment, adopt the Findings of the Director of Planning, and determine that based on the whole of the administrative record as supported by the justification prepared and found in the environmental case file, the project is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines, Section 15332 (In-Fill Development Project) Class 32, and there is no substantial evidence demonstrating that any exceptions contained in Section 15300.2 of the State CEQA Guidelines regarding location, cumulative impacts, significant effects or unusual circumstances, scenic highways, or hazardous waste sites, or historical resources applies.

EXHIBIT A

Appeal Documents

ORIGINAL

RECEIVED
CITY OF LOS ANGELES
JUN 18 2019

CITY PLANNING
VALLEY PUBLIC COUNTER

APPLICATIONS:

APPEAL APPLICATION

DIR-2018-347-TOC-SPP-SPPA-1A

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-2018-347-TOC-SPP-SPPA

Project Address: 4575 West Santa Monica Boulevard/1102-1112 N. Lyman Place

Final Date to Appeal: 06/19/2019

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): Linda Kroff

Company:

Mailing Address: 24238 Micheltorena Street

City: Los Angeles State: CA Zip: 90039

Telephone: E-mail:

- 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): Kristina Kropp

Company: Luna & Glushon

Mailing Address: 16255 Ventura Blvd., Suite 950

City: Encino State: CA Zip: 91436

Telephone: (818) 907-8755 E-mail: kkropp@lunaglushon.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: 06/18/2019

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: $89.00	Reviewed & Accepted by (DSC Planner): Sheila Toni	Date: 6·18·19
Receipt No: 0201643109	Deemed Complete by (Project Planner):	Date:
☐ Determination authority notified	☐ Original receipt and BTC receipt (if original applicant)	

ATTACHMENT TO APPEAL

DIR-2018-347-TOC-SPP-SPPA

ENV-2018-348-CE

Appellant: Linda Kroff

Appellant is the owner of the neighboring property located at 4565 W. Santa Monica Boulevard which is improved with a photography studio designed specifically to have natural light via skylights. Accordingly, the proposed construction, use and maintenance of the five-story, 13,882 square-foot, 16-unit residential building at 4575 West Santa Monica Boulevard/1102-1112 N. Lyman Place ("Project") immediately next door, without adequate consideration of the Vermont/Western Transit Oriented District Specific Plan ("SNAP"), the SNAP Design Guidelines or the California Environmental Quality Act ("CEQA") will immediately and adversely impact Appellant and Appellant's property.

In approving the Project, the Director of Planning erred and abused its discretion for the following reasons:

1. **The Findings for the Project Entitlements are not and cannot be made with Substantial Supporting Evidence.**

TOC Incentives

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.

In support of this finding, the Director simply finds that 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. But the fact that such evidence was not submitted (*i.e.* the fact that the Applicant failed to provide such evidence to the Director) does not mean that it does not exist. In other words, the fact that the Incentives are required is not supported by substantial evidence. It is absolutely possible for the Applicant to provide the affordable housing units without the Incentives and the record is devoid of any evidence to the contrary.

b. The Incentives *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 is no feasible method to satisfactorily mitigate or avoid the specific adverse Impact without rendering the development unaffordable to Very Low, Low and Moderate Income households.

DIR-2018-347

As set forth below, the Project's reliance on a Categorical Exemption is inadequate under CEQA, constituting a specific adverse impact upon public health and safety and the physical environment. Furthermore, as admitted by the Director, there is no evidence in the record to show that the Incentives will not have such specific adverse impact.

Project Permit Compliance Review and Project Permit Adjustment

a. The Project *does not* substantially comply with the applicable regulations, findings, standards and provisions of the Vermont/Western Transit Oriented District Specific Plan.

The Project does not comply with the height, parking, and conversion provisions of SNAP or the SNAP Design Guidelines. Indeed, the Project is antithetical to the SNAP Design Guidelines which provide that the purpose of Subarea B is to create a low density mix of town homes, small offices, live/work spaces, workshops and neighborhood-serving retail. The Project removes commercial uses along Santa Monica Blvd. where the SNAP envisioned mixed use with commercial uses at street level.

The City has failed to process these adjustments/modifications and exceptions to SNAP in the manner required by Los Angeles Municipal Code §§11.5.7.E and F.

There has also been no acoustical report or utility metering report submitted or reviewed, as required by the SNAP.

b. The Project *fails to incorporate* mitigation measures, monitoring measures when necessary, or alternatives identified in the environmental review which would mitigate the negative environmental effects of the Project, to the extent physically feasible.

As set forth below, the Categorical Exemption is inadequate under CEQA. Accordingly, the Project fails to incorporate mitigation measures, monitoring measures and which would mitigate the negative environmental effects of the Project to the extent physically feasible.

2. The Categorical Exemption is Inadequate under the California Environmental Quality Act ("CEQA").

A. Project Does Not Qualify for a Class 32 Exemption

Class 32 Exemptions may only be used where the Project is consistent with the applicable General Plan. Here, as discussed above, the Project is not in substantial conformance with the purposes, intent and provisions of the Vermont/Western Transit Oriented District Specific Plan.

Class 32 Exceptions are further only available where the Project would not result in any significant effects relating to traffic, noise, air quality or water quality. Here, not only is the City's finding to such effect not supported by substantial evidence, there is evidence to the contrary. Indeed, there have been no traffic or noise reports submitted to substantiate the assertion that there will not be a significant effect on these environmental categories. The fact that the Project falls below the Department of Transportation threshold does not excuse the City from substantiating this finding with substantial evidence. Similarly, the fact that the Project will have to comply with the City's noise ordinances is not, as a matter of well settled CEQA law, evidence of "no" or "insignificant" impact. There has been no acoustical report or utility metering report submitted as required by the SNAP and the Applicant's own Geotechnical Report recommends vibration and noise monitoring as a result of the anticipated noise caused by construction activities.

Finally, Class 32 Exceptions are only available where the Project can be adequately served by all required utilities and public services. There has been no utility metering report submitted as required by the SNAP. Accordingly, this finding is unsubstantiated.

B. Exceptions to Exemptions Apply

CEQA prohibits use of a categorical exemption when "there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances." (CEQA Guidelines § 15300.2(c)). The "unusual circumstances" exception is established without evidence of an environmental effect upon a showing that the project has some feature that distinguishes it from others in the exempt class, such as its size or location. In such a case, to render the exception applicable, the party need only show a reasonable possibility of a significant effect due to that unusual circumstance. Alternatively, the "unusual circumstances" exception is established with evidence that the project will have a significant environmental effect. *Berkeley Hillside Preservation v. City of Berkeley* (2015) 60 Cal.4th 1086.

Here, as set forth in the Applicant's own Geotechnical Report, the Project is located on a site where expansive clay soils are present and, as a result of such geologic site conditions, will impact nearby structures, warranting documentation and remediation of adjacent property conditions as well as vibration and noise monitoring. As such, the Project's poses a reasonable possibility of a significant geologic/soils as well as noise effects, and due to this unusual circumstance, a Categorical Exemption is not appropriate.

Furthermore, the Project is located immediately adjacent to Appellant's photography studio designed specifically to have natural light via skylights, as well as the newly renovated historic Cahuenga Branch Library which maintains high windows as a part of its fundamental design. According to CEQA and the

City's own CEQA Thresholds, shading impacts to adjacent properties are an impact which must be evaluated. Here, the Project will significantly shade the adjacent properties, causing both a functional and an aesthetic impact, and due to this unusual circumstance, a Categorical Exemption is not appropriate.

Finally, application of the Class 32 exemption is inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant. Within the East Hollywood area, there are 22 proposed development projects. Within a ¼ mile of the Project site, there are six:

Address	Square Footage	Units	Parking Stalls
1134-1140 N Westmoreland	14,684	9	20
4626 Santa Monica	170,141	177	226
4575 Santa Monica	13,882	16	8
4537-4545 Santa Monica	27,578	23	33
1225 N Vermont	54,790	58	55
1200 N Vermont	24,520	29	15
Totals	**305,595**	**312**	**357**

These Projects represent approximately 300 additional housing units with at least 1,000 additional residents. Yet, the cumulative impacts of these Projects have not been studied or evaluated. Proper cumulative impact analysis is vital under CEQA because the full environmental impact of a proposed project cannot be gauged in a vacuum. An EIR must be prepared if the cumulative impact may be significant and the project's incremental effect, though individually limited, is cumulatively considerable. The City's failure to require and produce a cumulative impact analysis is erroneous.

DEPARTMENT OF
CITY PLANNING

COMMISSION OFFICE
(213) 978-1300

CITY PLANNING COMMISSION

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DIRECTOR'S DETERMINATION
TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM
VERMONT/WESTERN SNAP
PROJECT PERMIT COMPLIANCE REVIEW

June 4, 2019

Applicant/Owner
4575 Santa Monica Blvd. LLC
4551 Russel Ave.
Los Angeles, CA 90027

Representative
Greg Wittmann
500r LLC
3275 Wilshire Blvd. #207
Los Angeles, CA 90010

Case No. DIR-2018-347-TOC-SPP-SPPA
CEQA: ENV-2018-348-CE
Specific Plan Subarea: B – Mixed Use Boulevards
Location: 4575 W. Santa Monica Blvd.; 1102-1112 N. Lyman Pl.
Council District: 13 – O'Farrell
Neighborhood Council: East Hollywood
Community Plan Area: Hollywood
Land Use Designation: Highway Oriented Commercial
Zone: C2-1D
Legal Description: Lot FR 41, Lyman Hill Tract

Last Day to File an Appeal: June 19, 2019

DETERMINATION

Pursuant to the Los Angeles Municipal Code (LAMC) Section 12.22 A.31, as the designee of the Director of Planning, I hereby:

Approve with Conditions a 70 percent increase in density, 45 percent increase in Floor Area Ratio (FAR), and 0.5 parking spaces per unit consistent with the provisions of the Transit Oriented Communities (TOC) Affordable Housing Incentive Program for a qualifying Tier 3 project totaling 16 dwelling units, reserving two (2) units for Extremely Low Income Household occupancy for a period of 55 years, with the following three (3) Additional Incentives:

a. **Height.** A 9-foot, 4-inch increase in height to permit 59 feet, 4 inches of maximum building height in lieu of the maximum 50 feet otherwise permitted;

DIR-2018-347

a. An increase of 6 feet, 4 inches (36 feet, 4 inches) in height to the stepback requirement per the SNAP which requires no portion of any structure to exceed 30 feet in height within 15 feet from the front property line;

b. Transitional height per TOC in lieu of the otherwise required SNAP transitional height requirement when abutting a Subarea A lot; and

b. Open Space. A 25 percent reduction to permit a minimum 1,425 square feet of overall usable open space in lieu of the minimum 1,900 square feet otherwise required;

c. Open Space. A 25 percent reduction in the minimum required at grade/first habitable room level open space requirement to a minimum of 534.4 square feet of open space in lieu of the minimum 712.5 square feet otherwise required;

Pursuant to Los Angeles Municipal Code (LAMC) Section 11.5.7 C and 11.5.7 E. and the Vermont/Western Station Neighborhood Area (SNAP) Specific Plan Ordinance No. 184,888, I have reviewed the proposed project and as the designee of the Director of Planning, I hereby:

Approve with Conditions a Project Permit Compliance Review for the demolition of two auto repair buildings totaling 2,160 square feet, and the construction, use and maintenance of a five-story, 13,882 square-foot, 16-unit residential building within Subarea B (Mixed Use Boulevards) of the Vermont/Western Station Neighborhood Area Plan (SNAP) Specific Plan;

Approve with Conditions a Project Permit Adjustment to permit the transfer of 164.6 square feet of the minimum required 716 square feet of transparent elements from the western façade along Lyman Place, to the southern façade along Santa Monica Boulevard as otherwise required per Development Standard 6;

Determine that based on the whole of the administrative record as supported by the justification prepared and found in the environmental case file, the project is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines, Section 15332 (In-Fill Development Project) Class 32, and there is no substantial evidence demonstrating that any exceptions contained in Section 15300.2 of the State CEQA Guidelines regarding location, cumulative impacts, significant effects or unusual circumstances, scenic highways, or hazardous waste sites, or historical resources applies.

The project approval is based upon the attached Findings, and subject to the attached Conditions of Approval:

CONDITIONS OF APPROVAL

TOC Affordable Housing Incentive Program Conditions

1. **Residential Density**. The project shall be limited to a maximum density of 16 residential dwelling units, including On-Site Restricted Affordable Units.

2. **On-Site Restricted Affordable Units.** Two (2) units shall be designated for Extremely Low Income Households, as defined by the Los Angeles Housing and Community Investment Department (HCIDLA) and California Government Code Section 65915(c)(2).

3. **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 LAMC Section 12.22 A.31.

4. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing and Community Investment Department (HCIDLA) to make two (2) units available to Extremely 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 LAMC Section 12.22 A.31, to the satisfaction of HCIDLA, and in consideration of the project's AB 2556 Determination. Enforcement of the terms of said covenant shall be the responsibility of HCIDLA. The applicant will present a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with the Guidelines for the Affordable Housing Incentives Program adopted by the City Planning Commission and with any monitoring requirements established by the HCIDLA. Refer to the Transit Oriented Communities (TOC) Affordable Housing Incentive Program Background and Housing Replacement (AB 2556 Determination) sections of this determination.

5. **Floor Area Ratio (FAR).** The maximum FAR shall be limited to 2.6:1, or 13,882 square feet.

6. **Automobile Parking.** Automobile parking shall be provided consistent with LAMC Section 12.22 A.31, which permits 0.5 spaces per dwelling unit for a project located in Tier 3 TOC Affordable Housing Incentive Area and no more than 38 parking spaces per the SNAP.

7. **Height.** The project shall be limited to a maximum building height of 59 feet, 4 inches, as measured from grade to the highest point of the roof pursuant to the TOC Affordable Housing Incentive Program. Architectural rooftop features may be erected up to 10 feet above the transitional height limit, if the structures and features are set back a minimum of 10 feet from the roof perimeter and screened from view at street level.

8. **Open Space.** The project shall provide a minimum of 1,425 square feet of common open space pursuant to the TOC Affordable Housing Incentive Program, of which 534.4 square feet must be located at grade level or first habitable room level. The common open space shall be open to the sky, must be at least 600 square feet in size, and have a minimum dimension of 20 feet when measured perpendicular from any point on each of the boundaries of the open space area. Balconies shall have a minimum dimension of six feet.

SNAP Conditions

9. **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. No change to the plans will be made without prior review by the Department of City Planning, Central Project Planning Division, and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the Municipal Code, the project conditions, or the project permit authorization.

10. **Parks First.** Prior to the issuance of a Certificate of Occupancy, the applicant shall complete the following:

    a. Make a payment to the Department of Recreation and Parks (RAP) for the required Park Fee pursuant to LAMC Section 17.12. Contact RAP staff by email at rap.parkfees@lacity.org, by phone at (213) 202-2682 or in person at the public counter at 221 N. Figueroa St., Suite 400 (4th Floor), Los Angeles, CA 90012 to arrange for payment.

    b. Make a payment of $68,800 to the Parks First Trust Fund for the net increase of 16 residential dwelling units. The calculation of a Parks First Trust Fund Fee to be paid pursuant to the Vermont/Western SNAP shall be off-set by the Park Fee paid pursuant to LAMC Section 17.12 as a result of the project.

    c. The applicant shall provide proof of payment for the Park Fee to the Department of City Planning (DCP), Central Project Planning Division staff to determine the resulting amount of Parks First Trust Fund Fee to be paid. DCP staff shall sign off on the Certificate of Occupancy in the event there are no resulting Parks First Trust Fund Fee to be paid.

    d. In the event there are remaining Parks First Trust Fund Fee to be paid, the applicant shall make a payment to the Office of the City Administrative Officer (CAO), Parks First Trust Fund. Contact Jennifer Shimatsu of the CAO directly at (213) 978-7628 or Jennifer.Shimatsu@lacity.org to arrange for payment. The applicant shall submit proof of payment for the Parks First Trust Fund Fee to DCP staff, who will then sign off on the Certificate of Occupancy.

    e. All residential units in a project containing units set aside as affordable for Very Low or Low Income Households that are subsidized with public funds and/or Federal or State Tax Credits with affordability covenants of at least 30 years are exempt from the Parks First Trust Fund.

11. **Use**. The proposed residential use shall be permitted on the subject property.

12. **Bicycle Parking.** The project shall provide a minimum of eight (8) bicycle parking spaces on site, as shown in Exhibit "A."

13. **Streetscape Elements.**

    a. **Street Trees.** Street trees must be installed and maintained prior to issuance of the building permit or suitably guaranteed through a bond and all improvements must be completed prior to the issuance of a Certificate of Occupancy.

i. One (1), 36-inch box shade trees shall be provided in the public right-of-way along Santa Monica Boulevard, subject to the Bureau of Street Services, Urban Forestry Division requirements.

ii. A tree well cover shall be provided for each new and existing tree in the public right-of-way adjacent to the subject property to the satisfaction of the Bureau of Street Services.

iii. The applicant shall be responsible for new street tree planting and pay fees for clerical, inspection, and maintenance per the Los Angeles Municipal Code Section 62.176 for each tree.

iv. An automatic irrigation system shall be provided.

Note: Contact the Urban Forestry Division, Subdivision staff, at (213) 847-3088 for site inspection prior to any street tree work.

14. **Utilities.** All new utility lines which directly service the lot or lots shall be installed underground. If underground service is not currently available, then provisions shall be made by the applicant for future underground service.

15. **Building Stepback**. The project shall be limited to 30 feet in height for the portion of the building located within 15 feet from the front property line and shall set the second floor back from the first floor frontage by a minimum of 10 feet.

16. **Transparent Elements.** At least 475.8 square feet of the ground floor façade shall be constructed with transparent building materials along Lyman Place. At least 462.1 square feet of the ground floor façade shall be constructed with transparent building materials along Santa Monica Boulevard.

17. **Surface Mechanical Equipment.** All surface or ground-mounted mechanical equipment, including transformers, terminal boxes, pull boxes, air conditioner condensers, gas meters and electric meter cabinets, shall be screened from public view and treated to match the materials and colors of the building which they serve.

18. **Rooftop Appurtenances.** All rooftop equipment and building appurtenances shall be screened from any street, public right-of-way, or adjacent property with enclosures or parapet walls constructed of materials complimentary to the materials and design of the main structure.

19. **Trash, Service Equipment and Satellite Dishes.** Trash, service equipment and satellite dishes, including transformer areas, shall be located away from streets and enclosed or screened by landscaping, fencing or other architectural means. The trash area shall be enclosed by a minimum six-foot high decorative masonry wall. Each trash enclosure shall have a separate area for recyclables. Any transformer area within the front yard shall be enclosed or screened.

20. **Design of Entrance.** The applicant shall submit detailed elevations of the ground floor illustrating that all pedestrian entrances, including entries to commercial and retail stores, residential lobby area, and the pedestrian throughways, are accented with architectural elements such as columns, overhanging roofs, or awnings. The location of Entrances shall be in the center of the façade or symmetrically spaced if there are more than one.

21. **Landscape Plan.** The applicant shall submit a final landscape plan prepared by a licensed landscape architect showing enhanced paving such as stamped concrete, permeable paved surfaces, tile and/or brick within paved areas in front, side and rear yards.

22. **On-Site Lighting.** The applicant shall install on-site lighting along all vehicular and pedestrian access ways. Installed lighting shall provide ¾-foot-candle of flood lighting intensity as measured from the ground. Lighting must also be shielded from projecting light higher than 15 feet above ground level and away from adjacent property windows. The maximum height of any installed lighting fixture shall not exceed 14 feet in height.

23. **Security Devices.** If at any time during the life of the project the property owner wishes to install security devices such as window grilles and/or gates, such security devices shall be designed so as to be fully concealed from public view. The applicant shall be required to acquire approval from the Department of City Planning, Central Project Planning Division for the installation of any security devices on the exterior or the structure through a building permit clearance sign off.

24. **Hours of Operation.** All parking lot cleaning activities and other similar maintenance activities shall take place between the hours of 7:00 a.m. to 8:00 p.m., Monday through Friday and 10:00 a.m. to 4:00 p.m. on Saturday and Sunday.

25. **Noise.** Any dwelling unit exterior wall including windows and doors having a line of sight to a public street or alley shall be constructed to provide a Sound Transmission Class of 50 or greater, as defined in the Uniform Building Code Standard No. 35-1, 1979 edition, or latest edition.

26. **Future Signage.** All future signs shall be reviewed by Project Planning staff for compliance with the Vermont/Western Station Neighborhood Area Plan (SNAP) Specific Plan and Design Guidelines. Filing for a Project Permit shall not be necessary unless a Project Permit Adjustment or Exception is required. Any pole, roof or off-site sign, any sign containing flashing, mechanical or strobe lights are prohibited. Canned signs should not be used.

Administrative Conditions

27. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building and Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building and Safety for final review and approval by the Department of City Planning. All plans that are awaiting issuance of a building permit by the Department of Building and Safety shall be stamped by Department of City Planning staff "Plans Approved". A copy of the Plans Approved, supplied by the applicant, shall be retained in the subject case file.

28. **Notations on Plans.** Plans submitted to the Department of Building and Safety, for the purpose of processing a building permit application shall include all of the Conditions of Approval herein attached as a cover sheet, and shall include any modifications or notations required herein.

29. **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.

30. **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.

31. **Department of Building and Safety**. The granting of this determination by the Director of Planning does not in any way indicate full compliance with applicable provisions of the Los Angeles Municipal Code Chapter IX (Building Code). Any corrections and/or modifications to plans made subsequent to this determination by a Department of Building and Safety Plan Check Engineer that affect any part of the exterior design or appearance of the project as approved by the Director, and which are deemed necessary by the Department of Building and Safety for Building Code compliance, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.

32. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning.

33. **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.

34. **Recording Covenant.** Prior to the issuance of any permits relative to this matter, a covenant acknowledging and agreeing to comply with all the terms and conditions established herein shall be recorded in the County Recorder's Office. The agreement (standard master covenant and agreement form CP-6770) shall run with the land and shall be binding on any subsequent owners, heirs or assigns. The agreement with the conditions attached must be submitted to the Development Services Center for approval before being recorded. After recordation, a certified copy bearing the Recorder's number and date shall be provided to the Development Services Center at the time of Condition Clearance for attachment to the subject case file.

35. **Indemnification and Reimbursement of Litigation Costs.** The 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, 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 <u>any</u> federal, state or local law.

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

PROJECT BACKGROUND

The subject property consists of a corner rectangular lot with approximately 40 feet of frontage along the northerly side of Santa Monica Boulevard and an approximately 133 feet of frontage along Lyman Place. The subject lot has a uniform depth of approximately 133 feet for a total lot size of 5,321 square feet per the topographic survey. The project site is located within the Hollywood Community Plan and Subarea B (Mixed Use Boulevards) of the Vermont/Western Station Neighborhood Area Plan (SNAP) Specific Plan. The site is zoned C2-1D, designated for Highway Oriented Commercial land uses and currently improved with two automotive repair buildings.

The applicant requests a Project Permit Compliance to permit the demolition of two (2) auto repair buildings totaling 2,160 square feet, and the construction, use and maintenance of a five-story, 13,882 square-foot, 16-unit residential building measuring 59 feet, 4 inches in height. The project consists of 1,435.5 square feet of open space and 10 parking spaces within a first-floor parking level. The applicant originally filed for a Waiver of Dedication and Improvement for the required five feet along Santa Monica Boulevard, but withdrew the entitlement request. The project will now provide the required five-foot dedication along Santa Monica Boulevard. The applicant is also requesting a Project Permit Adjustment to permit the transfer of 164.6 square feet of the minimum required 716 square feet of transparent elements from the western façade along Lyman Place to the southern façade along Santa Monica Boulevard as otherwise required per Development Standard 6.

The surrounding area is characterized by level topography and improved streets. Properties to the north are zoned RD1.5-1XL, located within Subarea A (Neighborhood Conservation) of the SNAP, and developed with one- to three-story single- and multi-family residential buildings. The property to the west, across Lyman Place, is zoned PF-1XL, located within Subarea E (Community Facilities) of the SNAP and developed with the Cahuenga Branch Library, which is designated as Historical-Cultural Monument #314. Properties to the east are zoned C2-1D, located within Subarea B of the SNAP, and currently developed with commercial uses. The property to the south, across Santa Monica Boulevard, is zoned [Q]PF-1XL, located within Subarea E of the SNAP, and developed with a City of Los Angeles Bureau of Street Lighting facility.

The applicant is seeking a discretionary approval of the TOC Housing Incentive Program with the following incentives:

Base Incentives:

1. 70 percent increase in density,
2. 45 percent increase in Floor Area Ratio (FAR); and
3. 0.5 vehicle parking spaces per unit,

Additional Incentives:

1. Height increase to the maximum building height, stepback requirement, and transitional height.
2. 25 percent reduction in the overall usable open space requirement,
3. 25 percent reduction in the minimum open space required at grade/first habitable room level; and

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. The largest bonuses are reserved for those areas in the closest proximity to significant rail stops or the intersection of major bus rapid transit lines. Required affordability levels are 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.

The project site is located within 2,640 feet from the Vermont/Santa Monica Metro Red Line Station, which qualifies the site as Tier 3 of the Transit Oriented Communities (TOC) Affordable Housing Incentive Program (TOC Guidelines).

Pursuant to the TOC Guidelines, the project is eligible for Base Incentives and up to three (3) Additional Incentives for setting aside 11 percent of the base nine (9) units for Extremely Low Income Households. Base Incentives include: (1) an increase of the maximum allowable number of dwelling units permitted by 70 percent, (2) an increase of the maximum allowable floor area ratio (FAR) by 45 percent; and (3) a reduced automobile parking requirement at a ratio of 0.5 spaces per unit. The applicant requests three (3) Additional Incentives as follows: (1) a 9-foot, 4-inch increase in height to permit 59 feet, 4 inches of maximum building height in lieu of the maximum 50 feet otherwise permitted, an increase of 6 feet, 4 inches (36 feet, 4 inches) in height to the stepback requirement per the SNAP which requires no portion of any structure to exceed 30 feet in height within 15 feet from the front property line, and transitional height per TOC in lieu of the otherwise required SNAP transitional height requirement when abutting a Subarea A lot; (2) a 25 percent reduction to permit a minimum 1,425 square feet of overall usable open space in lieu of the minimum 1,900 square feet otherwise required; and (3) a 25 percent reduction in the minimum required at grade/first habitable room level open space requirement of a minimum of 534.4 square feet of open space in lieu of the minimum 712.5 square feet otherwise required.

The project site is zoned C2-1D, which allows R4 density. However, Subarea B Section 8.A of the SNAP states that only R3 density is allowed regardless of the underlying zone, which limits residential density of the subject property to a maximum of one dwelling unit for each 800 square feet of lot area. The R3 density allows a maximum base density of nine (9) units on a 6,585 square-foot lot (5,321 sf + 1,264 sf for side/rear alley). The project is permitted a 70-percent increase in density, which allows a maximum of 16 units. The project proposes a total of 16 units, which is within the maximum density permitted.

The TOC Guidelines allow a 45 percent increase in the maximum 2:1 FAR permitted for a mixed-use development per the SNAP Subarea B, thereby allowing a maximum 2.9:1 FAR. The project will consist of 13,882 square feet of floor area, which results in a maximum 2.6:1 FAR.

Per the TOC Guidelines, the project containing 16 dwelling units is required to provide a minimum of eight (8) automobile parking spaces based on a ratio of 0.5 spaces per unit. The project proposes 10 parking spaces, thereby satisfying this requirement.

HOUSING REPLACEMENT (AB 2556 DETERMINATION)

On September 27, 2014, Governor Jerry Brown signed Assembly Bill (AB) 2222, as amended by AB 2556 on August 19, 2016, to amend sections of California's Density Bonus Law (Government Code Section 65915). AB 2556 requires 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.

Pursuant to the Determination made by the Los Angeles Housing and Community Investment Department (HCIDLA) dated June 22, 2017, no units are subject to replacement under AB 2556. Refer to the TOC 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 TOC 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) 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 3 TOC Affordable Housing Incentive Area. As part of the proposed development, the project is required to reserve at least 10 percent, or two (2) units, of the total 16 units for Extremely Low Income Households. The project proposes two (2) units restricted to Extremely Low Income Households. As such, the project 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 2,640 feet of a Major Transit Stop, as defined in Section II and according to the procedures in Section III.2 of the TOC Guidelines.*

    A Major Transit Stop is a site containing a retail station or the intersection of two or more bus routes with a service interval of 15 minutes or less during the morning and afternoon peak commute periods. The project site is located approximately 1,000 feet from the Vermont/Santa Monica Metro Red Line Station. As such, the project meets the eligibility requirement for proximity to a Major Transit Stop.

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 the Los Angeles Housing and Community Investment Department (HCIDLA) dated June 22, 2017, no units are subject to replacement under AB 2556. As such, the project meets the eligibility requirement for providing replacement housing consistent with California Government Code Section 65915(c)(3).

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, 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.*

   The project is seeking three (3) Additional Incentives as follows: (1) a 9-foot, 4-inch increase in height to permit 59 feet, 4 inches of maximum building height in lieu of the maximum 50 feet otherwise permitted, an increase of 6 feet, 4 inches (36 feet, 4 inches)

in height to the stepback requirement per the SNAP which requires no portion of any structure to exceed 30 feet in height within 15 feet from the front property line, and transitional height per TOC in lieu of the otherwise required SNAP transitional height requirement when abutting a Subarea A lot; (2) a 25 percent reduction to permit a minimum 1,425 square feet of overall usable open space in lieu of the minimum 1,900 square feet otherwise required; and (3) a 25 percent reduction in the minimum required at grade/first habitable room level open space requirement for a minimum of 534.4 square feet of open space in lieu of the minimum 712.5 square feet otherwise required. The project is setting aside 11 percent, or two (2) units, of the total 16 units for Extremely Low Income Households. As such, the project meets the eligibility requirement for 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 two (2) Additional Incentives beyond the three (3) permitted in exchange for reserving at least 11 percent of the base nine (9) units for Extremely Low Income Households. 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 project site consists of one lot, which is located within a Tier 3 TOC Affordable Housing Incentive Area. As such, this eligibility requirement does not apply.

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. As such, this eligibility requirement does not apply.

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 (TOC) 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 incentives unless the Director finds that:**

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

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

The list of incentives in the TOC Guidelines were pre-evaluated at the time the TOC Affordable Housing Incentive Program Ordinance was adopted to include types of relief that minimize restrictions on the size of the project. As such, the Director will always arrive at the conclusion that the on-menu incentives are required to provide for affordable housing costs because the incentives by their nature increase the scale of the project. The following incentives allow the developer to reduce open space requirements per the SNAP and increase the building height so that affordable housing units reserved for Extremely Low Income Households can be constructed and the overall space dedicated to residential uses is increased. These incentives support the applicant's decision to reserve two (2) units for Extremely Low Income Households.

Open Space: The applicant requests a 25 percent reduction in the minimum overall open space required to allow 1,425 square feet of overall usable open space in lieu of the minimum 1,900 square feet otherwise required. The requested open space incentive is expressed in the Menu of Incentives in the TOC Guidelines, which permit exceptions to zoning requirements that result in building design or construction efficiencies that facilitate affordable housing costs. The requested incentive allows the inclusion of affordable housing, while still providing usable open space as intended by the Code.

Open Space: The applicant requests a 25 percent reduction in the minimum required at grade/first habitable room level open space requirement of a minimum of 534.4 square feet of open space in lieu of the minimum 712.5 square feet otherwise required per the SNAP. The requested open space incentive is expressed in the Menu of Incentives in the TOC Guidelines, which permit exceptions to zoning requirements that result in building design or construction efficiencies that facilitate affordable housing costs. The requested incentive allows the inclusion of affordable housing, while still providing usable open space as intended by the Code.

Height: The applicant requests a 9-foot, 4-inch increase in height to permit 59 feet, 4 inches of maximum building height in lieu of the maximum 50 feet otherwise permitted per the SNAP; an increase of 6 feet, 4 inches (36 feet, 4 inches) in height to the stepback requirement per the SNAP, which requires no portion of any structure to exceed 30 feet in height within 15 feet from the front property line; and transitional height per TOC in lieu of the otherwise required SNAP transitional height requirement when abutting a Subarea A lot. The requested increase in height is expressed in the Menu of Incentives in the TOC Guidelines, which permit exceptions to zoning requirements that result in building design or construction efficiencies that provide for affordable housing costs.

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

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

VERMONT/WESTERN SNAP FINDINGS

1. **The project substantially complies with the applicable regulations, findings, standards, and provisions of the specific plan.**

A. **Parks First.** Section 6.F of the Vermont/Western Specific Plan requires the applicant to pay a Parks First Trust Fund of $4,300 for each new residential unit, prior to the issuance of a Certificate of Occupancy. The project proposes the demolition of two auto repair buildings and the construction, use and maintenance of a five-story, 16-unit residential building, resulting in a net increase of 16 residential units. The project is therefore required to pay a total of $68,800 into the Parks First Trust Fund. The calculation of a Parks First Trust Fund fee to be paid or actual park space to be provided pursuant to the Parks First Ordinance shall be off-set by the amount of any fee pursuant to LAMC Section 17.12 or dwelling unit construction tax pursuant to LAMC Section 21.10.1, et seq. This requirement is reflected in the Condition of Approval. As conditioned, the project complies with Section 6.F of the Specific Plan.

B. **Use.** Section 8.A of the Vermont/Western Specific Plan states that residential uses permitted in the R3 Zone by LAMC Section 12.10 and commercial uses permitted in the C1.5 Limited Commercial Zone by LAMC Section 12.13.5 shall be permitted by-right on any lot located within Subarea B of the Specific Plan area. The subject site is 5,321 square feet in size, or 6,585 square feet (5,321 sf + 1,264 sf for side/rear alley), allowing a maximum of nine (9) dwelling units. However, the applicant is seeking a 70 percent increase in the maximum allowable density permitted in the SNAP to allow 16 dwelling units in lieu of the otherwise permitted nine (9) dwelling units, in exchange for setting aside 10 percent, or two (2) units, of the total 16 units for Extremely Low Income households per the TOC Affordable Housing Incentive Program. The project has been conditioned to record a covenant with the Los Angeles Housing and Community Investment Department (HCIDLA) to make two (2) units available to Extremely Low Income Households to ensure the applicant sets aside the required number of units for affordable housing to be eligible for a 70 percent increase from the total density permitted by the SNAP. No commercial uses are proposed. Therefore, as conditioned and in conjunction with the TOC Affordable Housing Incentive Program, the project complies with Section 8.A of the Specific Plan.

C. **Height and Floor Area.** Section 8.B of the Vermont/Western Specific Plan requires that a particular project comprised exclusively of residential uses shall not exceed 50 feet; except that roofs and roof structures for the purposes specified in Section 12.21.1 B.3 of the Code, may be erected up to 10 feet above the height limit established in this section, if those structures and features are setback a minimum of 10 feet from the roof perimeter and are screened from view at street level by a parapet or a sloping roof. The project proposes the demolition of two auto repair buildings totaling 2,160 square feet, and the construction, use and maintenance of a five-story, 16-unit residential building with a maximum height of 59 feet, 4 inches.

As previously mentioned, the height for a project comprised exclusively of residential uses, shall not exceed 50 feet in height. However, the applicant is seeking a 9-foot, 4-inch increase in height to permit 59 feet, 4 inches of maximum building height in lieu of the maximum 50 feet otherwise permitted per the SNAP and an increase of 6 feet, 4 inches (36 feet, 4 inches) in height to the stepback requirement per the SNAP which requires no portion of any structure to exceed 30 feet in height within 15 feet from the front property line in exchange for setting aside 10 percent, or two (2) units, of the total 16 units for Extremely Low Income households per the TOC Affordable Housing Incentive Program.

Height Increase			
	Limit	**With TOC**	**Proposed**
SNAP Overall Height	50'	50' + 22' = **72'**	50' + 9' 4" = **59' 4"**
SNAP Stepback	30' within 15' from the front property line	30' + 11' = **41'**	30' + 6' 4" = **36' 4"**

The proposed building will have a maximum height of 59 feet, 4 inches, which is within the maximum permitted height limit of 72 feet per the TOC incentive.

Moreover, a project comprised exclusively of residential uses, shall not exceed a 2:1 FAR. However, the applicant is seeking a FAR increase to 2.61:1 in exchange for setting aside 10 percent, or two (2) units, of the total 16 units for Extremely Low Income households per the TOC Affordable Housing Incentive Program.

FAR Increase			
	Limit	**With TOC**	**Proposed**
SNAP FAR 100% Residential	2:1	2:1 + 45% = **2.9:1**	2:1 + 30.5% = **2.61:1**

The project site contains 5,321 square feet of lot area, or 6,585 square feet (5,321 sf + 1,264 sf for side/rear alley) and the proposed building contains a combined floor area of 13,882 square feet, resulting in a FAR of approximately 2.61:1 FAR which is below the allowable 2.9: FAR per the TOC incentive. Therefore, as conditioned and in conjunction with the TOC Affordable Housing Incentive Program, the project complies with Section 8.B of the Specific Plan.

D. **Transitional Height.** Section 8.C of the Vermont/Western Specific Plan states that portions of buildings on a lot located within Subarea B adjoining or abutting a lot within Subarea A shall not exceed 25 feet in height and 33 feet in height when located within 0-49 feet and 50-99 feet, respectively. The project site abuts a Subarea A lot to the rear, separated by an alley. For calculating distance in Subarea B, two lots separated by an alley are required to abide by transitional height regulations, unless the

separation between the abutting lot is a public street. The proposed residential building falls within both distance requirements of the SNAP and are limited to 25 feet in height and 33 feet in height. However, the applicant is seeking to utilize the Transitional Height incentive per TOC in lieu of the otherwise required SNAP transitional height requirement when abutting a Subarea A lot, which allows buildings located within Tier 3 to be stepped-back at a 45 degree angle as measured from a horizontal plane originating 25 feet above grade at the property line of the adjoining lot in the RW1 Zone or more restrictive zone or Specific Plan. As shown in the elevations and sections of "Exhibit A," the portion of the building abutting the Subarea A lot is below the 45 degree angle originating 25 feet above grade at the rear property line. Therefore, as conditioned and in conjunction with the TOC Affordable Housing Incentive Program, the project complies with Section 8.C of the Specific Plan.

E. **Usable Open Space**. Section 8.D of the Vermont/Western Specific Plan states that residential projects with two or more dwelling units must provide specified amounts of common and private open space pursuant to the standards set forth in LAMC 12.21 G.2. The Specific Plan further stipulates that 50 percent of the total open space must be provided at ground level or first habitable room level of the project, and that roof decks may be used in their entirety as common or private open space, excluding that portion of the roof within 20 feet of the roof perimeter.

Units containing less than three (3) habitable rooms require 100 square feet of open space per unit. Units containing three (3) habitable rooms require 125 square feet of open space per unit. Units containing more than three (3) habitable rooms require 175 square feet of open space per unit. The Vermont/Western SNAP sets forth the minimum usable open space requirement, as shown in the table below:

SNAP Minimum Usable Open Space			
	Units	**Sq. Ft. Required**	**Usable Open Space (sq. ft.)**
Dwelling Units with Less than 3 Habitable Rooms	4	100	400
Dwelling Units with 3 Habitable Rooms	12	125	1,500
Dwelling Units with More than 3 Habitable Rooms	0	175	0
Total Minimum Usable Open Space			**1,900**
50% located at grade or first habitable room level			**950**

However, the applicant is seeking a 25 decrease in the minimum open space requirement in the SNAP in exchange for setting aside 10 percent, or two (2) units, of the total 16 units for Extremely Low Income households per the TOC Affordable Housing Incentive Program.

Open Space reduction			
	Required	**With TOC**	**Proposed**
Total	1,900	1,900 – 25% = **1,425**	**1,435.5**

The project is therefore required to provide a total of 1,425 square feet of open space of which 712.5 square feet must be located at grade level or first habitable room level. Moreover, the applicant is also seeking a 25 percent reduction in the minimum required at grade/first habitable room level open space requirement of a minimum of 534.4

square feet of open space in lieu of the minimum 712.5 square feet otherwise required. The applicant proposes 623 square feet of ground floor private open space on the first habitable room level. Therefore, as conditioned and in conjunction with the TOC Affordable Housing Incentive Program, the project complies with Section 8.D of the Specific Plan.

F. **Project Parking Requirements.** Section 8.E of the Vermont/Western Specific Plan sets forth a minimum and maximum parking standard for residential projects, as shown in the tables below:

SNAP Minimum Parking Spaces			
	Parking Space Per Square Feet / Unit	**Units**	**Parking Spaces**
Dwelling Units with Less than 3 Habitable Rooms	1	1	1
Dwelling Units with 3 Habitable Rooms	1	3	3
Dwelling Units with More than 3 Habitable Rooms	1.5	12	18
Guest	.25	16	4
Total Minimum Required Spaces			**26**

SNAP Maximum Parking Spaces			
	Parking Space Per Square Feet / Unit	**Units**	**Parking Spaces**
Dwelling Units with Less than 3 Habitable Rooms	1	1	1
Dwelling Units with 3 Habitable Rooms	1.5	3	5
Dwelling Units with More than 3 Habitable Rooms	2	12	24
Guest	.50	16	8
Total Maximum Allowed Spaces			**38**

However, the applicant proposes to utilize the Automobile Parking Incentive under the TOC Housing Incentive Program, which allows 0.5 spaces per unit in Tier 3 of TOC, inclusive of guest parking spaces, in exchange for setting aside the required percentage of affordable units. The TOC Automobile Parking Incentive replaces the minimum parking requirement in the SNAP; however, the project is still subject to the maximum parking requirement per the SNAP. The project proposes 16 units, requiring a minimum of eight (8) spaces per the TOC Housing Incentive Program. The SNAP limits the maximum number of automobile parking spaces to 38. The project will provide 10 parking spaces without any guest parking spaces (as permitted by TOC), which is within the minimum and maximum requirements. Therefore, as conditioned and in conjunction with the reduced residential parking spaces per TOC, the project complies with Section 9.E of the Specific Plan.

Furthermore, 8.E.2 of the Vermont/Western Specific Plan requires any residential project with two or more dwelling units to provide one-half (0.5) bicycle parking space per residential unit. The proposed development consists of 16 residential units, thus, requiring eight (8) bicycle parking spaces. The project proposes eight (8) bicycle spaces located within the ground floor. Therefore, the project complies with Section 8.E of the Specific Plan.

G. **Conversion Requirements.** Section 8.F of the Vermont/Western Specific Plan sets forth requirements pertaining to the conversion of existing structures to residential condominium uses. The project proposes the demolition of two (2) auto repair buildings and the construction, use and maintenance of a five-story residential building. Therefore, Section 8.F of the Specific Plan does not apply.

H. **Yards.** Section 8.G of the Vermont/Western Specific Plan specifies that no front, side or rear yard setbacks shall be required for the development of any project within Subarea B. The project proposes no yard setbacks. Therefore, the new development complies with Section 8.G of the Specific Plan.

I. **Pedestrian Throughways.** Section 8.H states that applicants shall provide one public pedestrian walkway, throughway, or path for every 250 feet of street frontage for the Project. The pedestrian throughway shall be accessible to the public and have a minimum vertical clearance of 12 feet and a minimum horizontal clearance of ten-feet. The proposed building will occupy approximately 40 feet of frontage along the northerly side of Santa Monica Boulevard and an approximately 133 feet of frontage along Lyman Place. Therefore, Section 8.H of the Specific Plan does not apply.

J. **Development Standards.** Section 8.I of the Vermont/Western Specific Plan requires that all projects with new development and extensive remodeling be in substantial conformance with the following Development Standards and Design Guidelines.

Development Standards

K. **Landscape Plan.** The Development Standard for Subarea B requires that all open areas not used for buildings, driveways, parking, recreational facilities, or pedestrian amenities shall be landscaped by lawns and other ground coverings, allowing for convenient outdoor activity. The applicant has submitted a Landscape Plan which includes landscaping in the front yard and level four of the building, as described above. The front yard will be landscaped with multiple shrubbery such as Red Yucca, Holly Fern, Atlas Fescue, and groundcover. Level 4 will be landscaped with Amazing Red New Zealand Flax, Blue Flame Agave, and Rock Purslane. Therefore, the project complies with this Development Standard.

L. **Usable Open Space.** This Development Standard requires that common usable open space must have a dimension of 20 feet and a minimum common open space area of 400 square feet for projects with less than 10 dwelling units and 600 square feet for projects with 10 dwelling units or more. The Development Standard further stipulates that private usable open space, such as balconies with a minimum dimension of six feet, may reduce the required usable open space directly commensurating with the amount of private open space provided. The applicant proposes a common open space area that measures approximately 20 feet by 34 feet with a total area of 712.5 square feet located at level 5 of the building and 723 square feet of private open space areas throughout the building. Therefore, the project complies with this Development Standard.

M. **Streetscape Elements.** The Development Standards require that any project along Vermont Avenue, Virgil Avenue, Hollywood Boulevard between the Hollywood Freeway and Western, or referred to in the Barnsdall Park Master Plan, or projects along a other major and secondary highways, to conform to the standards and design intentions for improvement of the public right-of-way. The project site is located along

Santa Monica Boulevard, which is considered a secondary highway, therefore, the following Development Standards apply.

a. **Street Trees.** The Development Standards require that one 36-inch box shade tree be planted and maintained in the sidewalk for every 30 feet of street frontage. The project site has approximately 40 feet of frontage along Santa Monica Boulevard, thus requiring one (1) street tree along Santa Monica Boulevard. The project proposes one (1) Holly Fern street tree within the approximately 40 feet of frontage along Santa Monica Boulevard. Therefore, as conditioned, the project complies with this Development Standard.

b. **Tree Well Covers.** The Development Standards require that a tree well cover be provided for each new and existing street tree in the project area. The project proposes one (1) new street tree in the public right-of-way which ncludes a tree well cover. Therefore, as conditioned, the project complies with this Development Standard.

c. **Bike Racks**. The Development Standards require one bike rack for every 50 feet of street frontage. The project site has approximately 40 feet of frontage along Santa Monica Boulevard, thus, not meeting the minimum 50 feet of street frontage. However, the applicant proposes a bike rack along Santa Monica Boulevard. Therefore, as conditioned, the project complies with this Development Standard.

d. **Trash Receptacles.** The Development Standards require one trash receptacle be provided in the public right of way for every 100 feet of lot frontage along a Major or Secondary Highway. The project site has approximately 40 feet of frontage along Santa Monica Boulevard. Therefore, this Development Standard does not apply.

e. **Public Benches.** The Development Standards require that one public bench be provided in the public right of way for every 250 feet of lot frontage on a Major or Secondary Highway. The project site has approximately 40 feet of frontage along Santa Monica Boulevard. Therefore, this Development Standard does not apply.

N. **Pedestrian/Vehicular Circulation.** The Development Standards require that projects fronting on a main commercial street shall avoid pedestrian/vehicular conflicts by adhering to standards related to parking lot location, curb cuts, pedestrian entrances, pedestrian walkways and speed bumps. The subject property fronts on Santa Monica Boulevard, which is considered a main commercial street. Therefore, the following Development Standards apply.

a. **Parking Lot Location.** The Development Standards require that surface parking lots be placed at the rear of structures. The project does not propose a surface parking lot, but rather 10 covered parking spaces adjacent to Lyman Place. Therefore, this Development Standard does not apply.

b. **Waiver.** The Director of Planning may authorize a waiver from the requirement to provide parking in the rear of the lot for mid-block lots that do not have through access to an alley or public street at the rear. The project lot has access through the alley and side street, Lyman Place. Therefore, this Development Standard does not apply.

c. **Curb Cuts.** The Development Standards allow one curb cut that is 20 feet in width for every 150 feet of street frontage when a project takes its access from a Major or Secondary Highway, unless otherwise required by the Departments of Public Works, Transportation or Building and Safety. The project proposes vehicle ingress and egress from Lyman Place. There is no existing curb along Lyman Place. Therefore, this Development Standard does not apply.

d. **Pedestrian Entrance.** The Development Standards require that all buildings that front on a public street shall provide a pedestrian entrance at the front of the building. As shown on "Exhibit A" the project proposes a pedestrian entrance along the southwest corner of the street frontage, along Santa Monica Boulevard. Therefore, the project complies with this Development Standard.

e. **Design of Entrances.** The Development Standards require that entrances be located in the center of the façade or symmetrically spaced if there are more than one and be accented by architectural elements such as columns, overhanging roofs or awnings. The entrance for the project is located in the center of the façade along Santa Monica Boulevard and will primarily lead residents from the street to the lobby area. Therefore, as proposed, the project complies with this Development Standard.

f. **Inner Block Pedestrian Walkway.** The Development Standards require that applicants provide a pedestrian walkway, throughway or path for every 250 feet of street frontage for a project. The pedestrian path or throughway shall be provided from the rear property line or from the parking lot or public alley or street if located to the rear of the project, to the front property line. The pedestrian walkway shall be accessible to the public and have a minimum vertical clearance of twelve feet, and a minimum horizontal clearance of ten feet. The street frontage for the proposed project is approximately 40 feet. Therefore, this Development Standard does not apply.

g. **Speed Bumps.** The Development Standards require speed bumps be provided at a distance of no more than 20 feet apart when a pedestrian walkway and driveway share the same path for more than 50 lineal feet. The proposed project does not contain a pedestrian walkway and driveway that share the same path for more than 50 lineal feet. Therefore, this Development Standard does not apply.

O. **Utilities.** The Development Standards require that when new utility service is installed in conjunction with new development or extensive remodeling, all proposed utilities on the project site shall be placed underground. The project does not propose any installation of new utility service at this time. However, in the event new utility lines are to be installed on the site, the Conditions of Approval require all new utility lines which directly service the lot or lots shall be installed underground. If underground service is not currently available, then provisions shall be made for future underground service. Therefore, as conditioned, the project complies with this Development Standard.

P. **Building Design.** The purpose of the following provisions is to ensure that a project avoids large blank expenses of building walls, is designed in harmony with the surrounding neighborhood, and contributes to a lively pedestrian friendly atmosphere. Accordingly, the following standards shall be met:

a. **Stepbacks.** The Development Standards require that 1) no portion of any structure exceed more than 30 feet in height within 15 feet of the front property line, and 2) that all buildings with a property line fronting on a Major Highway, including Hollywood Boulevard, Sunset Boulevard, Santa Monica Boulevard, and Vermont Avenue, shall set the second floor back from the first floor frontage at least ten feet. The proposed building has a front property line along Santa Monica Boulevard, which is classified as a Modified Avenue I, previously classified a Secondary Highway. Therefore, the proposed project is subject to both stepback requirements. Per the section sheets in "Exhibit A" the proposed building will be stepped back on the second floor by 10 feet. Moreover, the proposed building includes a 15-foot stepback at 36 feet, 4 inches in height, which exceeds the 30-foot limit. However, the applicant is requesting an increase of 6 feet, 4 inches (36 feet, 4 inches) in height to the stepback requirement per the SNAP which requires no portion of any structure to exceed 30 feet in height within 15 feet from the front property line in exchange for setting aside 10 percent, or two (2) units, of the total 16 units for Extremely Low Income households per the TOC Affordable Housing Incentive Program. Therefore, as conditioned and in conjunction with the TOC Affordable Housing Incentive Program, the project complies with this Development Standard.

b. **Transparent Building Elements.** The Development Standards require that transparent building elements such as windows and doors occupy at least 50 percent of the ground floor facades on the front and side elevations and 20 percent of the surface area of the rear elevation of the ground floor portion which has surface parking in the rear of the structure. Moreover, a "side elevation ground floor façade" has been interpreted by Staff to only mean those facades which face a street or alley and not facades along interior lot lines that face other buildings. The subject site currently has a south elevation that faces Santa Monica Boulevard and a west elevation that faces Lyman Place. The proposed building fronts along Santa Monica Boulevard to the south, Lyman Place to the west, and a commercial building to the east. There is also an alley that faces the north elevation to the rear, but the project is not proposing a surface parking lot, thus not requiring transparent building elements. The project must provide a minimum transparency of 297.5 square feet along Santa Monica Boulevard and 716 square feet along Lyman Place. The project proposes 297.5 square feet of transparent building elements along Santa Monica Boulevard and 552.4 square feet of transparent building elements along Lyman Place, which is less than the minimum required. However, the applicant is requesting a Project Permit Adjustment to permit the transfer of 164.6 square feet of the minimum required 716 square feet of transparent elements from the western façade along Lyman Place, to the southern façade along Santa Monica Boulevard. As such, the project proposes 462.1 square feet of transparent building elements along Santa Monica Boulevard and will maintain 552.4 square feet of transparent building elements along Lyman Place. Therefore, as conditioned and in conjunction with the Project Permit Adjustment, the project complies with this Development Standard.

c. **Façade Relief.** The Development Standards require that exterior walls provide a break in plane for every 20 feet horizontally and every 30 feet vertically. As seen in "Exhibit A" the project proposes horizontal and vertical plane breaks through the use of the façade incrementally stepped away from

the street, recessed windows, and lineal orientation of the façade construction. Therefore, the project complies with this Development Standard.

d. **Building Materials.** The Development Standards require that building facades be comprised of at least two types of complimentary building materials. The project proposes the use of anodized aluminum and colored plaster on all elevations of the structure. Therefore, the project complies with this Development Standard.

e. **Surface Mechanical Equipment.** The Development Standards require that all surface or ground mounted mechanical equipment be screened from public view and treated to match the materials and colors of the building which they serve. The plans do not indicate the location of surface mechanical equipment. However, in the event surface mechanical equipment is constructed, the Conditions of Approval require surface mechanical equipment to match the colors and materials of the building which they serve. Therefore, as conditioned, the project complies with this Development Standard.

f. **Roof Lines.** The Development Standards require that all rooflines in excess of 40 feet are broken up through the use of gables, dormers, plant-ons, cutouts, or other appropriate means. The southern and northern elevations measure 39 feet, 3 inches and are not subject to this requirement. The western and eastern facades measure 86 feet, 7 inches and provide roof line breaks approximately every 16 feet along the eastern elevation and 10 feet along the western elevation. Therefore, the project complies with this Development Standard.

Q. **Rooftop Appurtenances.** The Development Standards require that all rooftop equipment and building appurtenances shall be screened from public view or architecturally integrated into the design of the building. The proposed project will have no mechanical equipment placed on the roof. In the event that rooftop mechanical equipment is constructed, a Condition of Approval has been included requiring said equipment and ducts be screened from view from any street, public right-of-way or adjacent property and the screening shall be solid and match the exterior materials, design and color of the building. Therefore, as conditioned, the project complies with this Development Standard.

R. **Trash and Recycling Areas.** The Development Standards require that trash storage bins be located within a gated, covered enclosure constructed of identical building materials, be a minimum of six feet high, and have a separate area for recyclables. The proposed project provides a minimum six-foot trash and recycle enclosure located on the ground floor of the property within the covered parking area. Therefore, the project complies with this Development Standard.

S. **Pavement.** The Development Standards require that paved areas not be used as parking and driveway areas consist of enhanced paving materials such as stamped concrete, permeable paved surfaces, tile, and/or brick pavers. The proposed project provides permeable pavers for the pedestrian walkway along Santa Monica Boulevard. Therefore, the project complies with this Development Standard.

T. **Freestanding Walls.** The Development Standards require that all freestanding walls contain an architectural element at intervals of no more than 20 feet and be set back

from the property line adjacent to a public street. This project does not propose any freestanding walls. Therefore, this Development Standard does not apply.

U. **Parking Structures – Required Commercial Frontage.** The Development Standards require that all of the building frontage along major or secondary highways, for a parking structure shall be for commercial, community facilities, or other non-residential uses to a minimum depth of 25 feet. The project is 100% residential and does not contain a parking structure. Therefore, this Development Standard does not apply.

V. **Parking Structures – Façade Treatments.** The Development Standards require parking structures be designed to match the style, materials and colors of the main building. The proposed project does not include a parking structure. Therefore, this Development Standard does not apply.

W. **Parking Structures Across from Residential Uses.** The Development Standards require parking structures abutting or directly across an alley or public street from any residential use or zone conform to standards regarding the façade facing the residential use or zone. The proposed project does not include a parking structure. Therefore, this Development Standard does not apply.

X. **Surface Parking Lots.** The Development Standards require surface parking lots to conform to standards regarding paving and landscaping. The proposed project does not include a surface parking lot. Therefore, this Development Standard does not apply.

Y. **Surface Parking Abutting Residential.** The Development Standards require surface parking lots to conform to standards regarding paving and landscaping. The proposed project does not include a surface parking lot. Therefore, this Development Standard does not apply.

Z. **On-Site Lighting.** The Development Standards require that the project include on-site lighting along all vehicular and pedestrian access ways. The Development Standards specify that the acceptable level of lighting intensity is ¾ foot-candle of flood lighting measured from the ground, a maximum mounting height of light sources shall be 14 feet, and "white" color corrected lamp color shall be used for ground level illumination. A Condition of Approval has been included to ensure that any lighting shall meet the on-site lighting standards mentioned above. Therefore, as conditioned, the project complies with this Development Standard.

AA. **Security Devices.** The Development Standards require security devices to be screened from public view. The proposed project does not contain any type of security devices at this time. In the event that additional security devices are installed in the future, a Condition of Approval has been included requiring all proposed devices to be integrated into the design of the building, concealed and retractable. Therefore, the project complies with this Development Standard.

BB. **Privacy.** The Development Standards require that buildings be arranged to avoid windows facing windows across property lines, or the private open space of other residential units. The applicant has provided elevations, which depict the windows of the existing adjacent structures to the north superimposed onto the proposed project. There are no windows proposed along the provided elevations which face the windows of the structures to the north. Therefore, the project complies with this Development Standard.

CC. **Hours of Operation.** The Development Standards require that parking lot cleaning and sweeping, trash collection and deliveries be limited between 7:00 a.m. - 8:00 p.m. Monday through Friday, and 10:00 a.m. - 4:00 p.m. on Saturdays and Sundays. The applicant has been required in the Conditions of Approval to comply with this Development Standard. Therefore, as conditioned, the project complies with this Development Standard.

DD. **Noise Control.** The Development Standards require that any dwelling unit exterior wall including windows and doors having a line of sight to a public street or alley be constructed to provide a Sound Transmission Class of 50 or greater, as defined in the Uniform Building Code Standard No. 35-1, 1979 edition, or latest edition. The proposed building has multiple windows in the rear façade with a line of sight directly to an alley. The project also has windows and doors at the western side façade and front façade with a line of sight directly to Lyman Place and Santa Monica Boulevard, respectively. A Condition of Approval has been included requiring any dwelling unit exterior wall including windows and doors having a line of sight to a public street or alley to be constructed to provide a Sound Transmission Class of 50 or greater, as defined in the Uniform Building Code Standard No. 35-1, 1979 edition, or latest edition. Therefore, as conditioned, the project complies with this Development Standard.

EE. **Required Ground Floor Uses.** The Development Standards states that any residential, commercial facility, or commercial use permitted by the Specific Plan Ordinance is allowed on the ground floor within Subarea B. The project proposes the demolition of two (2) auto repair buildings totaling 2,160 square feet, and the construction, use and maintenance of a five-story, 13,882 square-foot, 16-unit residential building. Therefore, the project complies with this Development Standard.

Design Guidelines

FF. **Urban Form.** The Design Guidelines encourage transforming commercial streets away from a highway oriented, suburban format into a distinctly urban, pedestrian oriented and enlivened atmosphere by providing outdoor seating areas, informal gathering of chairs, and mid-block pedestrian walkways. The Guidelines also indicate that streets should begin to function for the surrounding community like an outdoor public living room and that transparency should exist between what is happening on the street and on the ground floor level of the buildings. The project is designed to enhance the pedestrian experience along Santa Monica Boulevard by providing approximately 77 percent transparency increasing visibility into the ground floor from the streets. Therefore, as proposed, the project complies with this Design Guideline.

GG. **Building Form.** The Design Guidelines encourage every building to have a clearly defined ground plane, roof expression and middle or shaft that relates the two. The proposed buildings have similar window placement, color, and façade expressions that relate all structures in the lot. The materials and colors chosen for the façade of the buildings are: 1) PTD Siding in light grey; 2) Stucco in white; and 3) Kynar Finish Corrugated Metal in dark grey. The proposed project also provides common open space that creates an opening between the structures on the lot by connecting them to the ground floor façade and relating the ground plane. Therefore, the project complies with this Design Guideline.

HH. **Architectural Features.** The Design Guidelines encourage courtyards, balconies, arbors, roof gardens, water features, and trellises. Appropriate visual references to historic building forms – especially Mediterranean traditions – are encouraged in new

construction. The proposed project provides private balconies and contains an open courtyard. Furthermore, the street-facing elevation employs a variety of building materials and articulation by way of recessed balconies, changes in building plane, and transparency. Therefore, the project complies with this Design Guideline.

II. **Building Color.** The Design Guidelines encourage buildings be painted three colors: a dominant color, a subordinate color and a "grace note" color. The proposed project includes light gray as its dominant color and dark bronze as its grace note façade color. Therefore, the project complies with this Design Guideline.

JJ. **Signs.** The Design Guidelines provide extensive guidance related to the placement, type, and style of signage to be used for projects. The Guidelines identify appropriate signs for the Specific Plan area to include: wall signs, small projecting hanging signs, awnings or canopy signs, small directory signs, and window signs. The applicant does not propose signs as part of this application. Therefore, this Design Guideline does not apply.

KK. **Plant Materials on Facades.** The Design Guidelines encourage facade plant materials in addition to permanent landscaping. Plants can be arranged in planters, containers, hanging baskets, flower boxes, etc. The applicant does not propose any plant materials on facades. Therefore, this Design Guideline does not apply.

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

On February 22, 2019, the Planning Department determined that the City of Los Angeles Guidelines for the implementation of the California Environmental Quality Act of 1970 and the State CEQA Guidelines designate the subject Project as Categorically Exempt under Section 15332, Case No. ENV-2018-348-CE.

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

(a) 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;
(b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses;
(c) The project site has no value as habitat for endangered, rare or threatened species;
(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and
(e) The site can be adequately served by all required utilities and public services.

The proposed project is for the demolition of two (2) auto repair buildings totaling 2,160 square feet, and the construction, use and maintenance of a five-story, 16-unit residential building measuring 59 feet, 4 inches in height. The project is setting aside 11 percent of the base nine (9) units for Extremely Low Income Households. The building will contain 13,882 square feet of floor area with a 2.61:1 FAR. The unit mix will be comprised of one (1) studio unit, three (3) one-bedroom units, and 12 two-bedroom units. There will be 10 automobile parking spaces, eight (8) bicycle parking spaces, and 1,425 square feet of open space.

The site is zoned C2-1D and has a General Plan Land Use Designation of Highway Oriented Commercial. As shown in the case file, the project is consistent with the applicable Hollywood Community Plan designation and policies and all applicable zoning designations and regulations in conjunction with the TOC Affordable Housing Incentive Program. The subject site is wholly within the City of Los Angeles, on a site that is approximately 0.12 acres. The surrounding area is characterized by level topography and improved streets. Properties to the north are zoned RD1.5-1XL, located within Subarea A (Neighborhood Conservation) of the SNAP, and developed with one- to three-story single- and multi-family residential buildings. The property to the west, across Lyman Place, is zoned PF-1XL, located within Subarea E (Community Facilities) of the SNAP, and developed with the Cahuenga Branch Library which is designated as Historical-Cultural Monument #314. Properties to the east are zoned C2-1D, located within Subarea B of the SNAP, and are currently developed with commercial uses. The property to the south, across Santa Monica Boulevard, is zoned [Q]PF-1XL, located within Subarea E of the SNAP, and developed with a City of Los Angeles Bureau of Street Lighting facility.

The site is previously disturbed and surrounded by development and therefore is not, and has no value as, a habitat for endangered, rare or threatened species. According to the letter prepared by a licensed landscape architect, dated May 15, 2018, there are no protected trees on the subject property and one (1) Ailanthus Altissima tree currently exists and will be removed. The project will be subject to Regulatory Compliance Measures (RCMs), which require compliance with the City of Los Angeles Noise Ordinance, pollutant discharge, dewatering, stormwater mitigations; and Best Management Practices for stormwater runoff. These RCMs will ensure the project will not have significant impacts on noise and water. Furthermore, the project does not exceed the threshold criteria established by LADOT for preparing a traffic study. Therefore, the project will not have any significant impacts to traffic. Interim thresholds were developed by DCP staff based on CalEEMod model runs relying on reasonable assumptions, consulting with AQMD staff, and surveying published air quality studies for which criteria air pollutants did not exceed the established SCAQMD construction and operational thresholds. The project site will be adequately served by all public utilities and services given that the construction of a multi-family residential building will be on a site which has been previously developed and is consistent with the General Plan. Therefore, the project meets all of the Criteria for the Class 32.

There are five (5) Exceptions which must be considered in order to find a project exempt under Class 32: (a) Cumulative Impacts; (b) Significant Effect; (c) Scenic Highways; (d) Hazardous Waste Sites; and (e) Historical Resources.

There is not a succession of known projects of the same type and in the same place as the subject project at the time of filing, January 1, 2018, which is the CEQA baseline. As mentioned, the project proposes a multi-family residential building containing 16 dwelling units in an area zoned and designated for such development through the use of a 70% density increase through the TOC Affordable Housing Incentive Program in exchange for affordable housing. All surrounding lots are developed with commercial and single- and multi-family buildings. The project proposes a FAR of 2.61:1 in conjunction with the TOC Affordable Housing Incentive Program, which allows a maximum FAR increase of up to 45 percent, allowing a maximum FAR of 2.9:1 in lieu of the 2:1 FAR otherwise permitted by the SNAP Subarea B, for setting aside two (2) units for Extremely Low Income Households. The proposed building will be five stories in height in an area that is developed with apartment buildings and commercial buildings that range in height from one to three stories. In conjunction with the TOC Affordable Housing Incentive Program, the proposed building will not be unusual for the vicinity of the subject site and will be similar in scope to other residential buildings in the area that use the TOC Affordable Housing Incentive Program in exchange for affordable housing. Thus, there are no unusual circumstances which may lead

to a significant effect on the environment. Additionally, the only State Scenic Highway within the City of Los Angeles is the Topanga Canyon State Scenic Highway, State Route 27, which travels through a portion of Topanga State Park. State Route 27 is located approximately 18 miles to the west of the subject property. Therefore, the subject site will not create any impacts within a designated 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. Moreover, due to the site containing two auto repair buildings, the project was required to prepare a Phase I Environmental Site Assessment (ESA). The applicant team submitted a Phase I and Phase II ESA, prepared by ENCON and dated December 14, 2016, which concluded that the subject site is a low risk site and no further subsurface investigations were necessary.

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 of 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. The property to the west, across Lyman Place, is developed with the Cahuenga Branch Library, which is designated as Historical-Cultural Monument #314, but the Department of City Planning, Office of Historic Resources confirmed the proposed project could not render the library ineligible for historic designation and no Historic Resource Assessment (HRA) or impacts assessment were required per an email dated April 2, 2018. Based on this, the project will not result in a substantial adverse change to the significance of a historic resource and this exception does not apply.

PROJECT PERMIT ADJUSTMENT

The applicant is requesting Project Permit Adjustments permit the transfer of 164.6 square feet of the minimum required 716 square feet of transparent elements from the western façade along Lyman Place to the southern façade along Santa Monica Boulevard as otherwise required per Development Standard 6. In order for the Project Permit Adjustments to be granted, all four of the legally mandated findings delineated in LAMC Section 11.5.7 E.3 must be made in the affirmative.

3. **There are special circumstances applicable to the project or project site which make the strict application of the specific plan regulation(s) impractical.**

Development Standard 6. of the Vermont/Western SNAP states that, "Transparent building elements such as windows and doors shall occupy at least fifty percent of the exterior wall surface of the ground floor facades for the front and side elevations. Transparent building elements shall occupy at least twenty percent of the surface area of the rear elevation of the ground floor portion of any building which has surface parking located to the rear of the structure." Moreover, a "side elevation ground floor façade" has been interpreted by Staff to only mean those facades which face a street or alley and not facades along interior lot lines that face other buildings. The subject site currently has a south elevation that faces Santa Monica Boulevard and a west elevation that faces Lyman Place. There is also an alley that faces the north elevation to the rear, but the project is not proposing a surface parking lot, thus not requiring transparent building elements. Therefore, only the southern and western elevations must meet this Development Standard.

The project must provide a minimum transparency of 297.5 square feet along Santa Monica Boulevard and 716 square feet along Lyman Place. The project proposes 297.5 square feet of transparent building elements along Santa Monica Boulevard and 552.4 square feet of transparent building elements along Lyman Place, which is less than the minimum required. However, the western façade is limited to only allowing 25 percent of unprotected openings

per the Los Angeles Fire Code. The Los Angeles Fire Code prevents the proposed project from providing the minimum required 716 square feet of transparent building elements along Lyman Place. Due to not being able to meet this Development Standard, the applicant is requesting a Project Permit Adjustment to permit the transfer of 164.6 square feet of the minimum required 716 square feet of transparent elements from the western façade along Lyman Place, to the southern façade along Santa Monica Boulevard. As such, the project proposes 462.1 square feet of transparent building elements along Santa Monica Boulevard and will maintain 552.4 square feet of transparent building elements along Lyman Place. The proposed project would still provide the overall minimum square-footage of required transparency elements across the building. For the reasons stated above, there is a special circumstance applicable to the project or project site which make the strict application of the Specific Plan regulation(s) impractical, and therefore, the requested Project Permit Adjustment can be granted.

4. **In granting the Project Permit Adjustment, the Director has imposed project requirements and/or decided that the proposed project will substantially comply with all applicable specific plan regulations.**

   The project has been conditioned to comply with all applicable Specific Plan regulations per Finding No. 1 for the Project Permit Compliance. As currently proposed, and in conjunction with the TOC Affordable Housing Incentive Program, the Project Permit Adjustment would not keep the proposed project from meeting all the requirements of the Vermont/Western SNAP. Moreover, Condition of Approval No. 16 states that at least 475.8 square feet of the ground floor façade shall be constructed with transparent building materials along Lyman Place and at least 462.1 square feet of the ground floor façade shall be constructed with transparent building materials along Santa Monica Boulevard. Therefore, the requested Project Permit Adjustments can be granted.

5. **In granting the Project Permit Adjustment, the Director has considered and found no detrimental effects of the adjustment on surrounding properties and public rights-of-way.**

   As stated above, the Project Permit Adjustment is to permit the transfer of 164.6 square feet of the minimum required 716 square feet of transparent elements from the western façade along Lyman Place to the southern façade along Santa Monica Boulevard as otherwise required per Development Standard 6. This adjustment would increase the transparency percentage along the Santa Monica Boulevard façade which makes for a more prominent pedestrian friendly frontage. The decrease of 164.6 square feet of transparency along Lyman Place and increase of 164.6 square feet of transparency along Santa Monica Boulevard would not be detrimental to the surrounding properties or public right-of-way, therefore, the requested Project Permit Adjustment can be granted.

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

   See Finding 2.

OBSERVANCE OF CONDITIONS - TIME LIMIT - LAPSE OF PRIVILEGES

All terms and conditions of the Director's Determination shall be fulfilled before the use may be established. The instant authorization is further conditioned 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.

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.

VIOLATIONS OF THESE CONDITIONS, A MISDEMEANOR

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."

APPEAL PERIOD - EFFECTIVE DATE

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 Municipal Code, or the approval may be revoked.

The Determination in this matter will become effective and final fifteen (15) days after the date of mailing of the Notice of Director's Determination 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 http://planning.lacity.org.

Planning Department public offices are located at:

Figueroa Plaza
201 North Figueroa Street
4th Floor
Los Angeles, CA 90012
(213) 482-7077

Marvin Braude San Fernando
Valley Constituent Service Center
6262 Van Nuys Boulevard, Room 251
Van Nuys, CA 91401
(818) 374-5050

West Los Angeles
1828 Sawtelle Boulevard
2nd Floor
Los Angeles, CA 90025
(310) 231-2901

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, the Marvin Braude Building in the Valley, or West LA office. 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 through the Department of City Planning website at http://planning.lacity.org, or by calling (213) 482-7077, (818) 374-5050, or (310) 231-2901. The applicant is further advised to notify any consultant representing you of this requirement as well.

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.

VINCENT P. BERTONI, AICP
Director of Planning

Approved by:

Christina Toy Lee, Senior City Planner

Reviewed by:

Tina Vacharkulksemsuk, City Planner

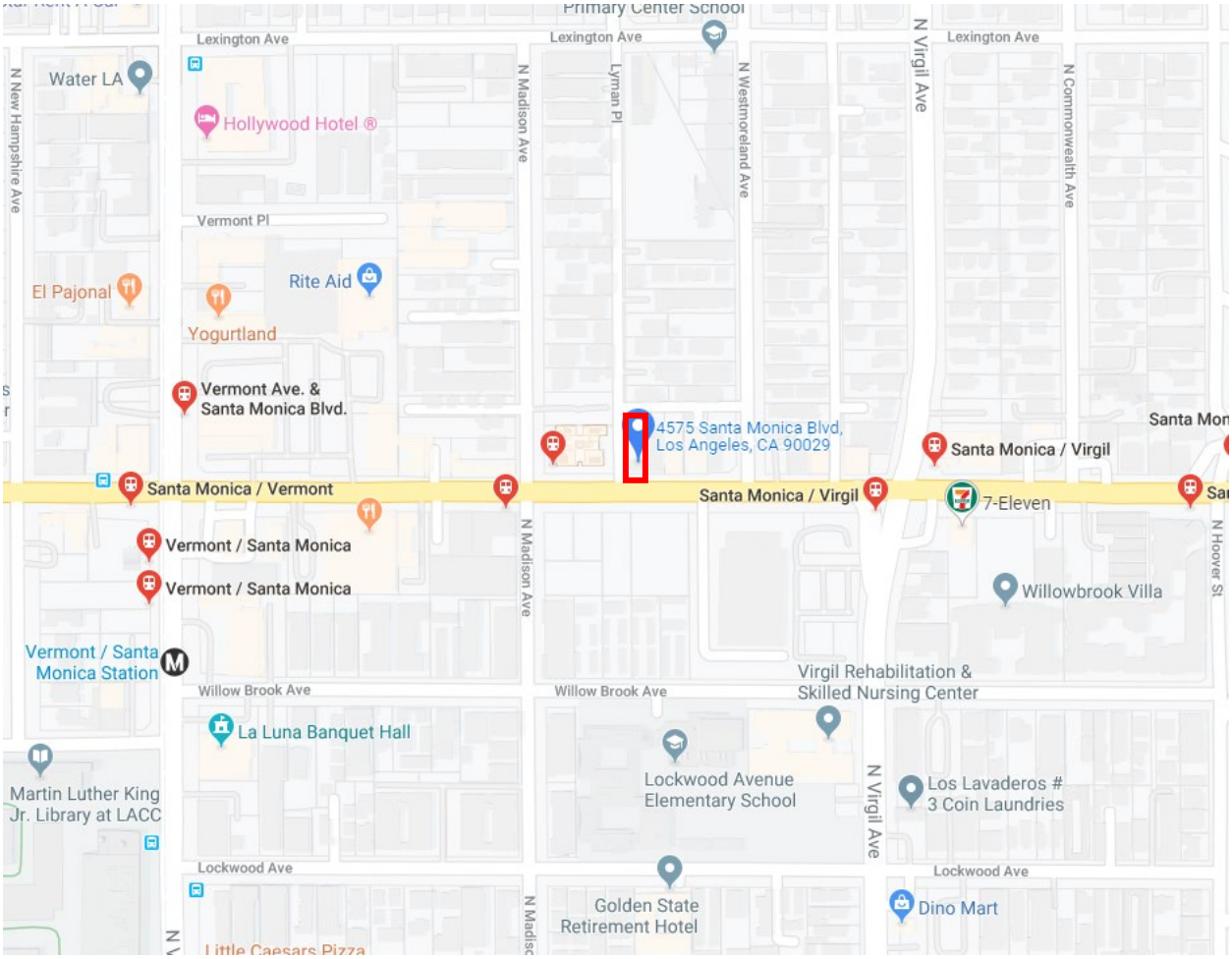
Prepared by:

Jason Hernández, City Planning Associate
jason.hernandez@lacity.org

EXHIBIT B

Maps

Vicinity Map



ZIMAS Map

Address: 4575 W SANTA MONICA BLVD
APN: 5542027031
PIN #: 144B197 669

Tract: LYMAN HILL TRACT
Block: None
Lot: FR 41
Arb: None

Zoning: C2-1D
General Plan: Highway Oriented Commercial

EXHIBIT C

Letter of Determination (LOD)

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
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KEVIN J. KELLER, AICP
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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
VERMONT/WESTERN SNAP
PROJECT PERMIT COMPLIANCE REVIEW

June 4, 2019

Applicant/Owner
4575 Santa Monica Blvd. LLC
4551 Russel Ave.
Los Angeles, CA 90027

Representative
Greg Wittmann
500r LLC
3275 Wilshire Blvd. #207
Los Angeles, CA 90010

Case No.	DIR-2018-347-TOC-SPP-SPPA
CEQA:	ENV-2018-348-CE
Specific Plan Subarea:	B – Mixed Use Boulevards
Location:	4575 W. Santa Monica Blvd.; 1102-1112 N. Lyman Pl.
Council District:	13 – O'Farrell
Neighborhood Council:	East Hollywood
Community Plan Area:	Hollywood
Land Use Designation:	Highway Oriented Commercial
Zone:	C2-1D
Legal Description:	Lot FR 41, Lyman Hill Tract
Last Day to File an Appeal:	June 19, 2019

DETERMINATION

Pursuant to the Los Angeles Municipal Code (LAMC) Section 12.22 A.31, as the designee of the Director of Planning, I hereby:

Approve with Conditions a 70 percent increase in density, 45 percent increase in Floor Area Ratio (FAR), and 0.5 parking spaces per unit consistent with the provisions of the Transit Oriented Communities (TOC) Affordable Housing Incentive Program for a qualifying Tier 3 project totaling 16 dwelling units, reserving two (2) units for Extremely Low Income Household occupancy for a period of 55 years, with the following three (3) Additional Incentives:

a. Height. A 9-foot, 4-inch increase in height to permit 59 feet, 4 inches of maximum building height in lieu of the maximum 50 feet otherwise permitted;

a. An increase of 6 feet, 4 inches (36 feet, 4 inches) in height to the stepback requirement per the SNAP which requires no portion of any structure to exceed 30 feet in height within 15 feet from the front property line;

b. Transitional height per TOC in lieu of the otherwise required SNAP transitional height requirement when abutting a Subarea A lot; and

b. Open Space. A 25 percent reduction to permit a minimum 1,425 square feet of overall usable open space in lieu of the minimum 1,900 square feet otherwise required;

c. Open Space. A 25 percent reduction in the minimum required at grade/first habitable room level open space requirement to a minimum of 534.4 square feet of open space in lieu of the minimum 712.5 square feet otherwise required;

Pursuant to Los Angeles Municipal Code (LAMC) Section 11.5.7 C and 11.5.7 E. and the Vermont/Western Station Neighborhood Area (SNAP) Specific Plan Ordinance No. 184,888, I have reviewed the proposed project and as the designee of the Director of Planning, I hereby:

Approve with Conditions a Project Permit Compliance Review for the demolition of two auto repair buildings totaling 2,160 square feet, and the construction, use and maintenance of a five-story, 13,882 square-foot, 16-unit residential building within Subarea B (Mixed Use Boulevards) of the Vermont/Western Station Neighborhood Area Plan (SNAP) Specific Plan;

Approve with Conditions a Project Permit Adjustment to permit the transfer of 164.6 square feet of the minimum required 716 square feet of transparent elements from the western façade along Lyman Place, to the southern façade along Santa Monica Boulevard as otherwise required per Development Standard 6;

Determine that based on the whole of the administrative record as supported by the justification prepared and found in the environmental case file, the project is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines, Section 15332 (In-Fill Development Project) Class 32, and there is no substantial evidence demonstrating that any exceptions contained in Section 15300.2 of the State CEQA Guidelines regarding location, cumulative impacts, significant effects or unusual circumstances, scenic highways, or hazardous waste sites, or historical resources applies.

The project approval is based upon the attached Findings, and subject to the attached Conditions of Approval:

CONDITIONS OF APPROVAL

TOC Affordable Housing Incentive Program Conditions

1. **Residential Density**. The project shall be limited to a maximum density of 16 residential dwelling units, including On-Site Restricted Affordable Units.

2. **On-Site Restricted Affordable Units.** Two (2) units shall be designated for Extremely Low Income Households, as defined by the Los Angeles Housing and Community Investment Department (HCIDLA) and California Government Code Section 65915(c)(2).

3. **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 LAMC Section 12.22 A.31.

4. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing and Community Investment Department (HCIDLA) to make two (2) units available to Extremely 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 LAMC Section 12.22 A.31, to the satisfaction of HCIDLA, and in consideration of the project's AB 2556 Determination. Enforcement of the terms of said covenant shall be the responsibility of HCIDLA. The applicant will present a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with the Guidelines for the Affordable Housing Incentives Program adopted by the City Planning Commission and with any monitoring requirements established by the HCIDLA. Refer to the Transit Oriented Communities (TOC) Affordable Housing Incentive Program Background and Housing Replacement (AB 2556 Determination) sections of this determination.

5. **Floor Area Ratio (FAR).** The maximum FAR shall be limited to 2.6:1, or 13,882 square feet.

6. **Automobile Parking.** Automobile parking shall be provided consistent with LAMC Section 12.22 A.31, which permits 0.5 spaces per dwelling unit for a project located in Tier 3 TOC Affordable Housing Incentive Area and no more than 38 parking spaces per the SNAP.

7. **Height.** The project shall be limited to a maximum building height of 59 feet, 4 inches, as measured from grade to the highest point of the roof pursuant to the TOC Affordable Housing Incentive Program. Architectural rooftop features may be erected up to 10 feet above the transitional height limit, if the structures and features are set back a minimum of 10 feet from the roof perimeter and screened from view at street level.

8. **Open Space.** The project shall provide a minimum of 1,425 square feet of common open space pursuant to the TOC Affordable Housing Incentive Program, of which 534.4 square feet must be located at grade level or first habitable room level. The common open space shall be open to the sky, must be at least 600 square feet in size, and have a minimum dimension of 20 feet when measured perpendicular from any point on each of the boundaries of the open space area. Balconies shall have a minimum dimension of six feet.

SNAP Conditions

9. **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. No change to the plans will be made without prior review by the Department of City Planning, Central Project Planning Division, and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the Municipal Code, the project conditions, or the project permit authorization.

10. **Parks First.** Prior to the issuance of a Certificate of Occupancy, the applicant shall complete the following:

    a. Make a payment to the Department of Recreation and Parks (RAP) for the required Park Fee pursuant to LAMC Section 17.12. Contact RAP staff by email at rap.parkfees@lacity.org, by phone at (213) 202-2682 or in person at the public counter at 221 N. Figueroa St., Suite 400 (4th Floor), Los Angeles, CA 90012 to arrange for payment.

    b. Make a payment of $68,800 to the Parks First Trust Fund for the net increase of 16 residential dwelling units. The calculation of a Parks First Trust Fund Fee to be paid pursuant to the Vermont/Western SNAP shall be off-set by the Park Fee paid pursuant to LAMC Section 17.12 as a result of the project.

    c. The applicant shall provide proof of payment for the Park Fee to the Department of City Planning (DCP), Central Project Planning Division staff to determine the resulting amount of Parks First Trust Fund Fee to be paid. DCP staff shall sign off on the Certificate of Occupancy in the event there are no resulting Parks First Trust Fund Fee to be paid.

    d. In the event there are remaining Parks First Trust Fund Fee to be paid, the applicant shall make a payment to the Office of the City Administrative Officer (CAO), Parks First Trust Fund. Contact Jennifer Shimatsu of the CAO directly at (213) 978-7628 or Jennifer.Shimatsu@lacity.org to arrange for payment. The applicant shall submit proof of payment for the Parks First Trust Fund Fee to DCP staff, who will then sign off on the Certificate of Occupancy.

    e. All residential units in a project containing units set aside as affordable for Very Low or Low Income Households that are subsidized with public funds and/or Federal or State Tax Credits with affordability covenants of at least 30 years are exempt from the Parks First Trust Fund.

11. **Use**. The proposed residential use shall be permitted on the subject property.

12. **Bicycle Parking.** The project shall provide a minimum of eight (8) bicycle parking spaces on site, as shown in Exhibit "A."

13. **Streetscape Elements.**

    a. **Street Trees.** Street trees must be installed and maintained prior to issuance of the building permit or suitably guaranteed through a bond and all improvements must be completed prior to the issuance of a Certificate of Occupancy.

i. One (1), 36-inch box shade trees shall be provided in the public right-of-way along Santa Monica Boulevard, subject to the Bureau of Street Services, Urban Forestry Division requirements.

ii. A tree well cover shall be provided for each new and existing tree in the public right-of-way adjacent to the subject property to the satisfaction of the Bureau of Street Services.

iii. The applicant shall be responsible for new street tree planting and pay fees for clerical, inspection, and maintenance per the Los Angeles Municipal Code Section 62.176 for each tree.

iv. An automatic irrigation system shall be provided.

Note: Contact the Urban Forestry Division, Subdivision staff, at (213) 847-3088 for site inspection prior to any street tree work.

14. **Utilities.** All new utility lines which directly service the lot or lots shall be installed underground. If underground service is not currently available, then provisions shall be made by the applicant for future underground service.

15. **Building Stepback**. The project shall be limited to 30 feet in height for the portion of the building located within 15 feet from the front property line and shall set the second floor back from the first floor frontage by a minimum of 10 feet.

16. **Transparent Elements.** At least 475.8 square feet of the ground floor façade shall be constructed with transparent building materials along Lyman Place. At least 462.1 square feet of the ground floor façade shall be constructed with transparent building materials along Santa Monica Boulevard.

17. **Surface Mechanical Equipment.** All surface or ground-mounted mechanical equipment, including transformers, terminal boxes, pull boxes, air conditioner condensers, gas meters and electric meter cabinets, shall be screened from public view and treated to match the materials and colors of the building which they serve.

18. **Rooftop Appurtenances.** All rooftop equipment and building appurtenances shall be screened from any street, public right-of-way, or adjacent property with enclosures or parapet walls constructed of materials complimentary to the materials and design of the main structure.

19. **Trash, Service Equipment and Satellite Dishes.** Trash, service equipment and satellite dishes, including transformer areas, shall be located away from streets and enclosed or screened by landscaping, fencing or other architectural means. The trash area shall be enclosed by a minimum six-foot high decorative masonry wall. Each trash enclosure shall have a separate area for recyclables. Any transformer area within the front yard shall be enclosed or screened.

20. **Design of Entrance.** The applicant shall submit detailed elevations of the ground floor illustrating that all pedestrian entrances, including entries to commercial and retail stores, residential lobby area, and the pedestrian throughways, are accented with architectural elements such as columns, overhanging roofs, or awnings. The location of Entrances shall be in the center of the façade or symmetrically spaced if there are more than one.

21. **Landscape Plan.** The applicant shall submit a final landscape plan prepared by a licensed landscape architect showing enhanced paving such as stamped concrete, permeable paved surfaces, tile and/or brick within paved areas in front, side and rear yards.

22. **On-Site Lighting.** The applicant shall install on-site lighting along all vehicular and pedestrian access ways. Installed lighting shall provide ¾-foot-candle of flood lighting intensity as measured from the ground. Lighting must also be shielded from projecting light higher than 15 feet above ground level and away from adjacent property windows. The maximum height of any installed lighting fixture shall not exceed 14 feet in height.

23. **Security Devices.** If at any time during the life of the project the property owner wishes to install security devices such as window grilles and/or gates, such security devices shall be designed so as to be fully concealed from public view. The applicant shall be required to acquire approval from the Department of City Planning, Central Project Planning Division for the installation of any security devices on the exterior or the structure through a building permit clearance sign off.

24. **Hours of Operation.** All parking lot cleaning activities and other similar maintenance activities shall take place between the hours of 7:00 a.m. to 8:00 p.m., Monday through Friday and 10:00 a.m. to 4:00 p.m. on Saturday and Sunday.

25. **Noise.** Any dwelling unit exterior wall including windows and doors having a line of sight to a public street or alley shall be constructed to provide a Sound Transmission Class of 50 or greater, as defined in the Uniform Building Code Standard No. 35-1, 1979 edition, or latest edition.

26. **Future Signage.** All future signs shall be reviewed by Project Planning staff for compliance with the Vermont/Western Station Neighborhood Area Plan (SNAP) Specific Plan and Design Guidelines. Filing for a Project Permit shall not be necessary unless a Project Permit Adjustment or Exception is required. Any pole, roof or off-site sign, any sign containing flashing, mechanical or strobe lights are prohibited. Canned signs should not be used.

Administrative Conditions

27. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building and Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building and Safety for final review and approval by the Department of City Planning. All plans that are awaiting issuance of a building permit by the Department of Building and Safety shall be stamped by Department of City Planning staff "Plans Approved". A copy of the Plans Approved, supplied by the applicant, shall be retained in the subject case file.

28. **Notations on Plans.** Plans submitted to the Department of Building and Safety, for the purpose of processing a building permit application shall include all of the Conditions of Approval herein attached as a cover sheet, and shall include any modifications or notations required herein.

29. **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.

30. **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.

31. **Department of Building and Safety**. The granting of this determination by the Director of Planning does not in any way indicate full compliance with applicable provisions of the Los Angeles Municipal Code Chapter IX (Building Code). Any corrections and/or modifications to plans made subsequent to this determination by a Department of Building and Safety Plan Check Engineer that affect any part of the exterior design or appearance of the project as approved by the Director, and which are deemed necessary by the Department of Building and Safety for Building Code compliance, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.

32. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning.

33. **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.

34. **Recording Covenant.** Prior to the issuance of any permits relative to this matter, a covenant acknowledging and agreeing to comply with all the terms and conditions established herein shall be recorded in the County Recorder's Office. The agreement (standard master covenant and agreement form CP-6770) shall run with the land and shall be binding on any subsequent owners, heirs or assigns. The agreement with the conditions attached must be submitted to the Development Services Center for approval before being recorded. After recordation, a certified copy bearing the Recorder's number and date shall be provided to the Development Services Center at the time of Condition Clearance for attachment to the subject case file.

35. **Indemnification and Reimbursement of Litigation Costs.** The 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, 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 <u>any</u> federal, state or local law.

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

PROJECT BACKGROUND

The subject property consists of a corner rectangular lot with approximately 40 feet of frontage along the northerly side of Santa Monica Boulevard and an approximately 133 feet of frontage along Lyman Place. The subject lot has a uniform depth of approximately 133 feet for a total lot size of 5,321 square feet per the topographic survey. The project site is located within the Hollywood Community Plan and Subarea B (Mixed Use Boulevards) of the Vermont/Western Station Neighborhood Area Plan (SNAP) Specific Plan. The site is zoned C2-1D, designated for Highway Oriented Commercial land uses and currently improved with two automotive repair buildings.

The applicant requests a Project Permit Compliance to permit the demolition of two (2) auto repair buildings totaling 2,160 square feet, and the construction, use and maintenance of a five-story, 13,882 square-foot, 16-unit residential building measuring 59 feet, 4 inches in height. The project consists of 1,435.5 square feet of open space and 10 parking spaces within a first-floor parking level. The applicant originally filed for a Waiver of Dedication and Improvement for the required five feet along Santa Monica Boulevard, but withdrew the entitlement request. The project will now provide the required five-foot dedication along Santa Monica Boulevard. The applicant is also requesting a Project Permit Adjustment to permit the transfer of 164.6 square feet of the minimum required 716 square feet of transparent elements from the western façade along Lyman Place to the southern façade along Santa Monica Boulevard as otherwise required per Development Standard 6.

The surrounding area is characterized by level topography and improved streets. Properties to the north are zoned RD1.5-1XL, located within Subarea A (Neighborhood Conservation) of the SNAP, and developed with one- to three-story single- and multi-family residential buildings. The property to the west, across Lyman Place, is zoned PF-1XL, located within Subarea E (Community Facilities) of the SNAP and developed with the Cahuenga Branch Library, which is designated as Historical-Cultural Monument #314. Properties to the east are zoned C2-1D, located within Subarea B of the SNAP, and currently developed with commercial uses. The property to the south, across Santa Monica Boulevard, is zoned [Q]PF-1XL, located within Subarea E of the SNAP, and developed with a City of Los Angeles Bureau of Street Lighting facility.

The applicant is seeking a discretionary approval of the TOC Housing Incentive Program with the following incentives:

Base Incentives:

1. 70 percent increase in density,
2. 45 percent increase in Floor Area Ratio (FAR); and
3. 0.5 vehicle parking spaces per unit,

Additional Incentives:

1. Height increase to the maximum building height, stepback requirement, and transitional height.
2. 25 percent reduction in the overall usable open space requirement,
3. 25 percent reduction in the minimum open space required at grade/first habitable room level; and

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. The largest bonuses are reserved for those areas in the closest proximity to significant rail stops or the intersection of major bus rapid transit lines. Required affordability levels are 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.

The project site is located within 2,640 feet from the Vermont/Santa Monica Metro Red Line Station, which qualifies the site as Tier 3 of the Transit Oriented Communities (TOC) Affordable Housing Incentive Program (TOC Guidelines).

Pursuant to the TOC Guidelines, the project is eligible for Base Incentives and up to three (3) Additional Incentives for setting aside 11 percent of the base nine (9) units for Extremely Low Income Households. Base Incentives include: (1) an increase of the maximum allowable number of dwelling units permitted by 70 percent, (2) an increase of the maximum allowable floor area ratio (FAR) by 45 percent; and (3) a reduced automobile parking requirement at a ratio of 0.5 spaces per unit. The applicant requests three (3) Additional Incentives as follows: (1) a 9-foot, 4-inch increase in height to permit 59 feet, 4 inches of maximum building height in lieu of the maximum 50 feet otherwise permitted, an increase of 6 feet, 4 inches (36 feet, 4 inches) in height to the stepback requirement per the SNAP which requires no portion of any structure to exceed 30 feet in height within 15 feet from the front property line, and transitional height per TOC in lieu of the otherwise required SNAP transitional height requirement when abutting a Subarea A lot; (2) a 25 percent reduction to permit a minimum 1,425 square feet of overall usable open space in lieu of the minimum 1,900 square feet otherwise required; and (3) a 25 percent reduction in the minimum required at grade/first habitable room level open space requirement of a minimum of 534.4 square feet of open space in lieu of the minimum 712.5 square feet otherwise required.

The project site is zoned C2-1D, which allows R4 density. However, Subarea B Section 8.A of the SNAP states that only R3 density is allowed regardless of the underlying zone, which limits residential density of the subject property to a maximum of one dwelling unit for each 800 square feet of lot area. The R3 density allows a maximum base density of nine (9) units on a 6,585 square-foot lot (5,321 sf + 1,264 sf for side/rear alley). The project is permitted a 70-percent increase in density, which allows a maximum of 16 units. The project proposes a total of 16 units, which is within the maximum density permitted.

The TOC Guidelines allow a 45 percent increase in the maximum 2:1 FAR permitted for a mixed-use development per the SNAP Subarea B, thereby allowing a maximum 2.9:1 FAR. The project will consist of 13,882 square feet of floor area, which results in a maximum 2.6:1 FAR.

Per the TOC Guidelines, the project containing 16 dwelling units is required to provide a minimum of eight (8) automobile parking spaces based on a ratio of 0.5 spaces per unit. The project proposes 10 parking spaces, thereby satisfying this requirement.

HOUSING REPLACEMENT (AB 2556 DETERMINATION)

On September 27, 2014, Governor Jerry Brown signed Assembly Bill (AB) 2222, as amended by AB 2556 on August 19, 2016, to amend sections of California's Density Bonus Law (Government Code Section 65915). AB 2556 requires 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.

Pursuant to the Determination made by the Los Angeles Housing and Community Investment Department (HCIDLA) dated June 22, 2017, no units are subject to replacement under AB 2556. Refer to the TOC 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 TOC 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) 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 3 TOC Affordable Housing Incentive Area. As part of the proposed development, the project is required to reserve at least 10 percent, or two (2) units, of the total 16 units for Extremely Low Income Households. The project proposes two (2) units restricted to Extremely Low Income Households. As such, the project 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 2,640 feet of a Major Transit Stop, as defined in Section II and according to the procedures in Section III.2 of the TOC Guidelines.*

    A Major Transit Stop is a site containing a retail station or the intersection of two or more bus routes with a service interval of 15 minutes or less during the morning and afternoon peak commute periods. The project site is located approximately 1,000 feet from the Vermont/Santa Monica Metro Red Line Station. As such, the project meets the eligibility requirement for proximity to a Major Transit Stop.

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 the Los Angeles Housing and Community Investment Department (HCIDLA) dated June 22, 2017, no units are subject to replacement under AB 2556. As such, the project meets the eligibility requirement for providing replacement housing consistent with California Government Code Section 65915(c)(3).

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, 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.*

   The project is seeking three (3) Additional Incentives as follows: (1) a 9-foot, 4-inch increase in height to permit 59 feet, 4 inches of maximum building height in lieu of the maximum 50 feet otherwise permitted, an increase of 6 feet, 4 inches (36 feet, 4 inches)

in height to the stepback requirement per the SNAP which requires no portion of any structure to exceed 30 feet in height within 15 feet from the front property line, and transitional height per TOC in lieu of the otherwise required SNAP transitional height requirement when abutting a Subarea A lot; (2) a 25 percent reduction to permit a minimum 1,425 square feet of overall usable open space in lieu of the minimum 1,900 square feet otherwise required; and (3) a 25 percent reduction in the minimum required at grade/first habitable room level open space requirement for a minimum of 534.4 square feet of open space in lieu of the minimum 712.5 square feet otherwise required. The project is setting aside 11 percent, or two (2) units, of the total 16 units for Extremely Low Income Households. As such, the project meets the eligibility requirement for 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 two (2) Additional Incentives beyond the three (3) permitted in exchange for reserving at least 11 percent of the base nine (9) units for Extremely Low Income Households. 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 project site consists of one lot, which is located within a Tier 3 TOC Affordable Housing Incentive Area. As such, this eligibility requirement does not apply.

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. As such, this eligibility requirement does not apply.

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 (TOC) 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 incentives unless the Director finds that:

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

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

The list of incentives in the TOC Guidelines were pre-evaluated at the time the TOC Affordable Housing Incentive Program Ordinance was adopted to include types of relief that minimize restrictions on the size of the project. As such, the Director will always arrive at the conclusion that the on-menu incentives are required to provide for affordable housing costs because the incentives by their nature increase the scale of the project. The following incentives allow the developer to reduce open space requirements per the SNAP and increase the building height so that affordable housing units reserved for Extremely Low Income Households can be constructed and the overall space dedicated to residential uses is increased. These incentives support the applicant's decision to reserve two (2) units for Extremely Low Income Households.

Open Space: The applicant requests a 25 percent reduction in the minimum overall open space required to allow 1,425 square feet of overall usable open space in lieu of the minimum 1,900 square feet otherwise required. The requested open space incentive is expressed in the Menu of Incentives in the TOC Guidelines, which permit exceptions to zoning requirements that result in building design or construction efficiencies that facilitate affordable housing costs. The requested incentive allows the inclusion of affordable housing, while still providing usable open space as intended by the Code.

Open Space: The applicant requests a 25 percent reduction in the minimum required at grade/first habitable room level open space requirement of a minimum of 534.4 square feet of open space in lieu of the minimum 712.5 square feet otherwise required per the SNAP. The requested open space incentive is expressed in the Menu of Incentives in the TOC Guidelines, which permit exceptions to zoning requirements that result in building design or construction efficiencies that facilitate affordable housing costs. The requested incentive allows the inclusion of affordable housing, while still providing usable open space as intended by the Code.

Height: The applicant requests a 9-foot, 4-inch increase in height to permit 59 feet, 4 inches of maximum building height in lieu of the maximum 50 feet otherwise permitted per the SNAP; an increase of 6 feet, 4 inches (36 feet, 4 inches) in height to the stepback requirement per the SNAP, which requires no portion of any structure to exceed 30 feet in height within 15 feet from the front property line; and transitional height per TOC in lieu of the otherwise required SNAP transitional height requirement when abutting a Subarea A lot. The requested increase in height is expressed in the Menu of Incentives in the TOC Guidelines, which permit exceptions to zoning requirements that result in building design or construction efficiencies that provide for affordable housing costs.

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

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

VERMONT/WESTERN SNAP FINDINGS

1. The project substantially complies with the applicable regulations, findings, standards, and provisions of the specific plan.

A. Parks First. Section 6.F of the Vermont/Western Specific Plan requires the applicant to pay a Parks First Trust Fund of $4,300 for each new residential unit, prior to the issuance of a Certificate of Occupancy. The project proposes the demolition of two auto repair buildings and the construction, use and maintenance of a five-story, 16-unit residential building, resulting in a net increase of 16 residential units. The project is therefore required to pay a total of $68,800 into the Parks First Trust Fund. The calculation of a Parks First Trust Fund fee to be paid or actual park space to be provided pursuant to the Parks First Ordinance shall be off-set by the amount of any fee pursuant to LAMC Section 17.12 or dwelling unit construction tax pursuant to LAMC Section 21.10.1, et seq. This requirement is reflected in the Condition of Approval. As conditioned, the project complies with Section 6.F of the Specific Plan.

B. Use. Section 8.A of the Vermont/Western Specific Plan states that residential uses permitted in the R3 Zone by LAMC Section 12.10 and commercial uses permitted in the C1.5 Limited Commercial Zone by LAMC Section 12.13.5 shall be permitted by-right on any lot located within Subarea B of the Specific Plan area. The subject site is 5,321 square feet in size, or 6,585 square feet (5,321 sf + 1,264 sf for side/rear alley), allowing a maximum of nine (9) dwelling units. However, the applicant is seeking a 70 percent increase in the maximum allowable density permitted in the SNAP to allow 16 dwelling units in lieu of the otherwise permitted nine (9) dwelling units, in exchange for setting aside 10 percent, or two (2) units, of the total 16 units for Extremely Low Income households per the TOC Affordable Housing Incentive Program. The project has been conditioned to record a covenant with the Los Angeles Housing and Community Investment Department (HCIDLA) to make two (2) units available to Extremely Low Income Households to ensure the applicant sets aside the required number of units for affordable housing to be eligible for a 70 percent increase from the total density permitted by the SNAP. No commercial uses are proposed. Therefore, as conditioned and in conjunction with the TOC Affordable Housing Incentive Program, the project complies with Section 8.A of the Specific Plan.

C. Height and Floor Area. Section 8.B of the Vermont/Western Specific Plan requires that a particular project comprised exclusively of residential uses shall not exceed 50 feet; except that roofs and roof structures for the purposes specified in Section 12.21.1 B.3 of the Code, may be erected up to 10 feet above the height limit established in this section, if those structures and features are setback a minimum of 10 feet from the roof perimeter and are screened from view at street level by a parapet or a sloping roof. The project proposes the demolition of two auto repair buildings totaling 2,160 square feet, and the construction, use and maintenance of a five-story, 16-unit residential building with a maximum height of 59 feet, 4 inches.

As previously mentioned, the height for a project comprised exclusively of residential uses, shall not exceed 50 feet in height. However, the applicant is seeking a 9-foot, 4-inch increase in height to permit 59 feet, 4 inches of maximum building height in lieu of the maximum 50 feet otherwise permitted per the SNAP and an increase of 6 feet, 4 inches (36 feet, 4 inches) in height to the stepback requirement per the SNAP which requires no portion of any structure to exceed 30 feet in height within 15 feet from the front property line in exchange for setting aside 10 percent, or two (2) units, of the total 16 units for Extremely Low Income households per the TOC Affordable Housing Incentive Program.

Height Increase			
	Limit	**With TOC**	**Proposed**
SNAP Overall Height	50’	50’ + 22’ = **72’**	50’ + 9’ 4” = **59’ 4”**
SNAP Stepback	30’ within 15’ from the front property line	30’ + 11’ = **41’**	30’ + 6’ 4” = **36’ 4”**

The proposed building will have a maximum height of 59 feet, 4 inches, which is within the maximum permitted height limit of 72 feet per the TOC incentive.

Moreover, a project comprised exclusively of residential uses, shall not exceed a 2:1 FAR. However, the applicant is seeking a FAR increase to 2.61:1 in exchange for setting aside 10 percent, or two (2) units, of the total 16 units for Extremely Low Income households per the TOC Affordable Housing Incentive Program.

FAR Increase			
	Limit	**With TOC**	**Proposed**
SNAP FAR 100% Residential	2:1	2:1 + 45% = **2.9:1**	2:1 + 30.5% = **2.61:1**

The project site contains 5,321 square feet of lot area, or 6,585 square feet (5,321 sf + 1,264 sf for side/rear alley) and the proposed building contains a combined floor area of 13,882 square feet, resulting in a FAR of approximately 2.61:1 FAR which is below the allowable 2.9: FAR per the TOC incentive. Therefore, as conditioned and in conjunction with the TOC Affordable Housing Incentive Program, the project complies with Section 8.B of the Specific Plan.

D. Transitional Height. Section 8.C of the Vermont/Western Specific Plan states that portions of buildings on a lot located within Subarea B adjoining or abutting a lot within Subarea A shall not exceed 25 feet in height and 33 feet in height when located within 0-49 feet and 50-99 feet, respectively. The project site abuts a Subarea A lot to the rear, separated by an alley. For calculating distance in Subarea B, two lots separated by an alley are required to abide by transitional height regulations, unless the

separation between the abutting lot is a public street. The proposed residential building falls within both distance requirements of the SNAP and are limited to 25 feet in height and 33 feet in height. However, the applicant is seeking to utilize the Transitional Height incentive per TOC in lieu of the otherwise required SNAP transitional height requirement when abutting a Subarea A lot, which allows buildings located within Tier 3 to be stepped-back at a 45 degree angle as measured from a horizontal plane originating 25 feet above grade at the property line of the adjoining lot in the RW1 Zone or more restrictive zone or Specific Plan. As shown in the elevations and sections of "Exhibit A," the portion of the building abutting the Subarea A lot is below the 45 degree angle originating 25 feet above grade at the rear property line. Therefore, as conditioned and in conjunction with the TOC Affordable Housing Incentive Program, the project complies with Section 8.C of the Specific Plan.

E. Usable Open Space. Section 8.D of the Vermont/Western Specific Plan states that residential projects with two or more dwelling units must provide specified amounts of common and private open space pursuant to the standards set forth in LAMC 12.21 G.2. The Specific Plan further stipulates that 50 percent of the total open space must be provided at ground level or first habitable room level of the project, and that roof decks may be used in their entirety as common or private open space, excluding that portion of the roof within 20 feet of the roof perimeter.

Units containing less than three (3) habitable rooms require 100 square feet of open space per unit. Units containing three (3) habitable rooms require 125 square feet of open space per unit. Units containing more than three (3) habitable rooms require 175 square feet of open space per unit. The Vermont/Western SNAP sets forth the minimum usable open space requirement, as shown in the table below:

SNAP Minimum Usable Open Space			
	Units	**Sq. Ft. Required**	**Usable Open Space (sq. ft.)**
Dwelling Units with Less than 3 Habitable Rooms	4	100	400
Dwelling Units with 3 Habitable Rooms	12	125	1,500
Dwelling Units with More than 3 Habitable Rooms	0	175	0
Total Minimum Usable Open Space			**1,900**
50% located at grade or first habitable room level			**950**

However, the applicant is seeking a 25 decrease in the minimum open space requirement in the SNAP in exchange for setting aside 10 percent, or two (2) units, of the total 16 units for Extremely Low Income households per the TOC Affordable Housing Incentive Program.

Open Space reduction			
	Required	**With TOC**	**Proposed**
Total	1,900	1,900 – 25% = **1,425**	**1,435.5**

The project is therefore required to provide a total of 1,425 square feet of open space of which 712.5 square feet must be located at grade level or first habitable room level. Moreover, the applicant is also seeking a 25 percent reduction in the minimum required at grade/first habitable room level open space requirement of a minimum of 534.4

square feet of open space in lieu of the minimum 712.5 square feet otherwise required. The applicant proposes 623 square feet of ground floor private open space on the first habitable room level. Therefore, as conditioned and in conjunction with the TOC Affordable Housing Incentive Program, the project complies with Section 8.D of the Specific Plan.

F. Project Parking Requirements. Section 8.E of the Vermont/Western Specific Plan sets forth a minimum and maximum parking standard for residential projects, as shown in the tables below:

SNAP Minimum Parking Spaces			
	Parking Space Per Square Feet / Unit	**Units**	**Parking Spaces**
Dwelling Units with Less than 3 Habitable Rooms	1	1	1
Dwelling Units with 3 Habitable Rooms	1	3	3
Dwelling Units with More than 3 Habitable Rooms	1.5	12	18
Guest	.25	16	4
Total Minimum Required Spaces			**26**

SNAP Maximum Parking Spaces			
	Parking Space Per Square Feet / Unit	**Units**	**Parking Spaces**
Dwelling Units with Less than 3 Habitable Rooms	1	1	1
Dwelling Units with 3 Habitable Rooms	1.5	3	5
Dwelling Units with More than 3 Habitable Rooms	2	12	24
Guest	.50	16	8
Total Maximum Allowed Spaces			**38**

However, the applicant proposes to utilize the Automobile Parking Incentive under the TOC Housing Incentive Program, which allows 0.5 spaces per unit in Tier 3 of TOC, inclusive of guest parking spaces, in exchange for setting aside the required percentage of affordable units. The TOC Automobile Parking Incentive replaces the minimum parking requirement in the SNAP; however, the project is still subject to the maximum parking requirement per the SNAP. The project proposes 16 units, requiring a minimum of eight (8) spaces per the TOC Housing Incentive Program. The SNAP limits the maximum number of automobile parking spaces to 38. The project will provide 10 parking spaces without any guest parking spaces (as permitted by TOC), which is within the minimum and maximum requirements. Therefore, as conditioned and in conjunction with the reduced residential parking spaces per TOC, the project complies with Section 9.E of the Specific Plan.

Furthermore, 8.E.2 of the Vermont/Western Specific Plan requires any residential project with two or more dwelling units to provide one-half (0.5) bicycle parking space per residential unit. The proposed development consists of 16 residential units, thus, requiring eight (8) bicycle parking spaces. The project proposes eight (8) bicycle spaces located within the ground floor. Therefore, the project complies with Section 8.E of the Specific Plan.

G. Conversion Requirements. Section 8.F of the Vermont/Western Specific Plan sets forth requirements pertaining to the conversion of existing structures to residential condominium uses. The project proposes the demolition of two (2) auto repair buildings and the construction, use and maintenance of a five-story residential building. Therefore, Section 8.F of the Specific Plan does not apply.

H. Yards. Section 8.G of the Vermont/Western Specific Plan specifies that no front, side or rear yard setbacks shall be required for the development of any project within Subarea B. The project proposes no yard setbacks. Therefore, the new development complies with Section 8.G of the Specific Plan.

I. Pedestrian Throughways. Section 8.H states that applicants shall provide one public pedestrian walkway, throughway, or path for every 250 feet of street frontage for the Project. The pedestrian throughway shall be accessible to the public and have a minimum vertical clearance of 12 feet and a minimum horizontal clearance of ten-feet. The proposed building will occupy approximately 40 feet of frontage along the northerly side of Santa Monica Boulevard and an approximately 133 feet of frontage along Lyman Place. Therefore, Section 8.H of the Specific Plan does not apply.

J. Development Standards. Section 8.I of the Vermont/Western Specific Plan requires that all projects with new development and extensive remodeling be in substantial conformance with the following Development Standards and Design Guidelines.

Development Standards

K. Landscape Plan. The Development Standard for Subarea B requires that all open areas not used for buildings, driveways, parking, recreational facilities, or pedestrian amenities shall be landscaped by lawns and other ground coverings, allowing for convenient outdoor activity. The applicant has submitted a Landscape Plan which includes landscaping in the front yard and level four of the building, as described above. The front yard will be landscaped with multiple shrubbery such as Red Yucca, Holly Fern, Atlas Fescue, and groundcover. Level 4 will be landscaped with Amazing Red New Zealand Flax, Blue Flame Agave, and Rock Purslane. Therefore, the project complies with this Development Standard.

L. Usable Open Space. This Development Standard requires that common usable open space must have a dimension of 20 feet and a minimum common open space area of 400 square feet for projects with less than 10 dwelling units and 600 square feet for projects with 10 dwelling units or more. The Development Standard further stipulates that private usable open space, such as balconies with a minimum dimension of six feet, may reduce the required usable open space directly commensurating with the amount of private open space provided. The applicant proposes a common open space area that measures approximately 20 feet by 34 feet with a total area of 712.5 square feet located at level 5 of the building and 723 square feet of private open space areas throughout the building. Therefore, the project complies with this Development Standard.

M. Streetscape Elements. The Development Standards require that any project along Vermont Avenue, Virgil Avenue, Hollywood Boulevard between the Hollywood Freeway and Western, or referred to in the Barnsdall Park Master Plan, or projects along a other major and secondary highways, to conform to the standards and design intentions for improvement of the public right-of-way. The project site is located along

Santa Monica Boulevard, which is considered a secondary highway, therefore, the following Development Standards apply.

a. **Street Trees.** The Development Standards require that one 36-inch box shade tree be planted and maintained in the sidewalk for every 30 feet of street frontage. The project site has approximately 40 feet of frontage along Santa Monica Boulevard, thus requiring one (1) street tree along Santa Monica Boulevard. The project proposes one (1) Holly Fern street tree within the approximately 40 feet of frontage along Santa Monica Boulevard. Therefore, as conditioned, the project complies with this Development Standard.

b. **Tree Well Covers.** The Development Standards require that a tree well cover be provided for each new and existing street tree in the project area. The project proposes one (1) new street tree in the public right-of-way which ncludes a tree well cover. Therefore, as conditioned, the project complies with this Development Standard.

c. **Bike Racks**. The Development Standards require one bike rack for every 50 feet of street frontage. The project site has approximately 40 feet of frontage along Santa Monica Boulevard, thus, not meeting the minimum 50 feet of street frontage. However, the applicant proposes a bike rack along Santa Monica Boulevard. Therefore, as conditioned, the project complies with this Development Standard.

d. **Trash Receptacles.** The Development Standards require one trash receptacle be provided in the public right of way for every 100 feet of lot frontage along a Major or Secondary Highway. The project site has approximately 40 feet of frontage along Santa Monica Boulevard. Therefore, this Development Standard does not apply.

e. **Public Benches.** The Development Standards require that one public bench be provided in the public right of way for every 250 feet of lot frontage on a Major or Secondary Highway. The project site has approximately 40 feet of frontage along Santa Monica Boulevard. Therefore, this Development Standard does not apply.

N. Pedestrian/Vehicular Circulation. The Development Standards require that projects fronting on a main commercial street shall avoid pedestrian/vehicular conflicts by adhering to standards related to parking lot location, curb cuts, pedestrian entrances, pedestrian walkways and speed bumps. The subject property fronts on Santa Monica Boulevard, which is considered a main commercial street. Therefore, the following Development Standards apply.

a. **Parking Lot Location.** The Development Standards require that surface parking lots be placed at the rear of structures. The project does not propose a surface parking lot, but rather 10 covered parking spaces adjacent to Lyman Place. Therefore, this Development Standard does not apply.

b. **Waiver.** The Director of Planning may authorize a waiver from the requirement to provide parking in the rear of the lot for mid-block lots that do not have through access to an alley or public street at the rear. The project lot has access through the alley and side street, Lyman Place. Therefore, this Development Standard does not apply.

c. **Curb Cuts.** The Development Standards allow one curb cut that is 20 feet in width for every 150 feet of street frontage when a project takes its access from a Major or Secondary Highway, unless otherwise required by the Departments of Public Works, Transportation or Building and Safety. The project proposes vehicle ingress and egress from Lyman Place. There is no existing curb along Lyman Place. Therefore, this Development Standard does not apply.

d. **Pedestrian Entrance.** The Development Standards require that all buildings that front on a public street shall provide a pedestrian entrance at the front of the building. As shown on "Exhibit A" the project proposes a pedestrian entrance along the southwest corner of the street frontage, along Santa Monica Boulevard. Therefore, the project complies with this Development Standard.

e. **Design of Entrances.** The Development Standards require that entrances be located in the center of the façade or symmetrically spaced if there are more than one and be accented by architectural elements such as columns, overhanging roofs or awnings. The entrance for the project is located in the center of the façade along Santa Monica Boulevard and will primarily lead residents from the street to the lobby area. Therefore, as proposed, the project complies with this Development Standard.

f. **Inner Block Pedestrian Walkway.** The Development Standards require that applicants provide a pedestrian walkway, throughway or path for every 250 feet of street frontage for a project. The pedestrian path or throughway shall be provided from the rear property line or from the parking lot or public alley or street if located to the rear of the project, to the front property line. The pedestrian walkway shall be accessible to the public and have a minimum vertical clearance of twelve feet, and a minimum horizontal clearance of ten feet. The street frontage for the proposed project is approximately 40 feet. Therefore, this Development Standard does not apply.

g. **Speed Bumps.** The Development Standards require speed bumps be provided at a distance of no more than 20 feet apart when a pedestrian walkway and driveway share the same path for more than 50 lineal feet. The proposed project does not contain a pedestrian walkway and driveway that share the same path for more than 50 lineal feet. Therefore, this Development Standard does not apply.

O. **Utilities.** The Development Standards require that when new utility service is installed in conjunction with new development or extensive remodeling, all proposed utilities on the project site shall be placed underground. The project does not propose any installation of new utility service at this time. However, in the event new utility lines are to be installed on the site, the Conditions of Approval require all new utility lines which directly service the lot or lots shall be installed underground. If underground service is not currently available, then provisions shall be made for future underground service. Therefore, as conditioned, the project complies with this Development Standard.

P. **Building Design.** The purpose of the following provisions is to ensure that a project avoids large blank expenses of building walls, is designed in harmony with the surrounding neighborhood, and contributes to a lively pedestrian friendly atmosphere. Accordingly, the following standards shall be met:

a. **Stepbacks.** The Development Standards require that 1) no portion of any structure exceed more than 30 feet in height within 15 feet of the front property line, and 2) that all buildings with a property line fronting on a Major Highway, including Hollywood Boulevard, Sunset Boulevard, Santa Monica Boulevard, and Vermont Avenue, shall set the second floor back from the first floor frontage at least ten feet. The proposed building has a front property line along Santa Monica Boulevard, which is classified as a Modified Avenue I, previously classified a Secondary Highway. Therefore, the proposed project is subject to both stepback requirements. Per the section sheets in "Exhibit A" the proposed building will be stepped back on the second floor by 10 feet. Moreover, the proposed building includes a 15-foot stepback at 36 feet, 4 inches in height, which exceeds the 30-foot limit. However, the applicant is requesting an increase of 6 feet, 4 inches (36 feet, 4 inches) in height to the stepback requirement per the SNAP which requires no portion of any structure to exceed 30 feet in height within 15 feet from the front property line in exchange for setting aside 10 percent, or two (2) units, of the total 16 units for Extremely Low Income households per the TOC Affordable Housing Incentive Program. Therefore, as conditioned and in conjunction with the TOC Affordable Housing Incentive Program, the project complies with this Development Standard.

b. **Transparent Building Elements.** The Development Standards require that transparent building elements such as windows and doors occupy at least 50 percent of the ground floor facades on the front and side elevations and 20 percent of the surface area of the rear elevation of the ground floor portion which has surface parking in the rear of the structure. Moreover, a "side elevation ground floor façade" has been interpreted by Staff to only mean those facades which face a street or alley and not facades along interior lot lines that face other buildings. The subject site currently has a south elevation that faces Santa Monica Boulevard and a west elevation that faces Lyman Place. The proposed building fronts along Santa Monica Boulevard to the south, Lyman Place to the west, and a commercial building to the east. There is also an alley that faces the north elevation to the rear, but the project is not proposing a surface parking lot, thus not requiring transparent building elements. The project must provide a minimum transparency of 297.5 square feet along Santa Monica Boulevard and 716 square feet along Lyman Place. The project proposes 297.5 square feet of transparent building elements along Santa Monica Boulevard and 552.4 square feet of transparent building elements along Lyman Place, which is less than the minimum required. However, the applicant is requesting a Project Permit Adjustment to permit the transfer of 164.6 square feet of the minimum required 716 square feet of transparent elements from the western façade along Lyman Place, to the southern façade along Santa Monica Boulevard. As such, the project proposes 462.1 square feet of transparent building elements along Santa Monica Boulevard and will maintain 552.4 square feet of transparent building elements along Lyman Place. Therefore, as conditioned and in conjunction with the Project Permit Adjustment, the project complies with this Development Standard.

c. **Façade Relief.** The Development Standards require that exterior walls provide a break in plane for every 20 feet horizontally and every 30 feet vertically. As seen in "Exhibit A" the project proposes horizontal and vertical plane breaks through the use of the façade incrementally stepped away from

the street, recessed windows, and lineal orientation of the façade construction. Therefore, the project complies with this Development Standard.

d. **Building Materials.** The Development Standards require that building facades be comprised of at least two types of complimentary building materials. The project proposes the use of anodized aluminum and colored plaster on all elevations of the structure. Therefore, the project complies with this Development Standard.

e. **Surface Mechanical Equipment.** The Development Standards require that all surface or ground mounted mechanical equipment be screened from public view and treated to match the materials and colors of the building which they serve. The plans do not indicate the location of surface mechanical equipment. However, in the event surface mechanical equipment is constructed, the Conditions of Approval require surface mechanical equipment to match the colors and materials of the building which they serve. Therefore, as conditioned, the project complies with this Development Standard.

f. **Roof Lines.** The Development Standards require that all rooflines in excess of 40 feet are broken up through the use of gables, dormers, plant-ons, cutouts, or other appropriate means. The southern and northern elevations measure 39 feet, 3 inches and are not subject to this requirement. The western and eastern facades measure 86 feet, 7 inches and provide roof line breaks approximately every 16 feet along the eastern elevation and 10 feet along the western elevation. Therefore, the project complies with this Development Standard.

Q. **Rooftop Appurtenances.** The Development Standards require that all rooftop equipment and building appurtenances shall be screened from public view or architecturally integrated into the design of the building. The proposed project will have no mechanical equipment placed on the roof. In the event that rooftop mechanical equipment is constructed, a Condition of Approval has been included requiring said equipment and ducts be screened from view from any street, public right-of-way or adjacent property and the screening shall be solid and match the exterior materials, design and color of the building. Therefore, as conditioned, the project complies with this Development Standard.

R. **Trash and Recycling Areas.** The Development Standards require that trash storage bins be located within a gated, covered enclosure constructed of identical building materials, be a minimum of six feet high, and have a separate area for recyclables. The proposed project provides a minimum six-foot trash and recycle enclosure located on the ground floor of the property within the covered parking area. Therefore, the project complies with this Development Standard.

S. **Pavement.** The Development Standards require that paved areas not be used as parking and driveway areas consist of enhanced paving materials such as stamped concrete, permeable paved surfaces, tile, and/or brick pavers. The proposed project provides permeable pavers for the pedestrian walkway along Santa Monica Boulevard. Therefore, the project complies with this Development Standard.

T. **Freestanding Walls.** The Development Standards require that all freestanding walls contain an architectural element at intervals of no more than 20 feet and be set back

from the property line adjacent to a public street. This project does not propose any freestanding walls. Therefore, this Development Standard does not apply.

U. Parking Structures – Required Commercial Frontage. The Development Standards require that all of the building frontage along major or secondary highways, for a parking structure shall be for commercial, community facilities, or other non-residential uses to a minimum depth of 25 feet. The project is 100% residential and does not contain a parking structure. Therefore, this Development Standard does not apply.

V. Parking Structures – Façade Treatments. The Development Standards require parking structures be designed to match the style, materials and colors of the main building. The proposed project does not include a parking structure. Therefore, this Development Standard does not apply.

W. Parking Structures Across from Residential Uses. The Development Standards require parking structures abutting or directly across an alley or public street from any residential use or zone conform to standards regarding the façade facing the residential use or zone. The proposed project does not include a parking structure. Therefore, this Development Standard does not apply.

X. Surface Parking Lots. The Development Standards require surface parking lots to conform to standards regarding paving and landscaping. The proposed project does not include a surface parking lot. Therefore, this Development Standard does not apply.

Y. Surface Parking Abutting Residential. The Development Standards require surface parking lots to conform to standards regarding paving and landscaping. The proposed project does not include a surface parking lot. Therefore, this Development Standard does not apply.

Z. On-Site Lighting. The Development Standards require that the project include on-site lighting along all vehicular and pedestrian access ways. The Development Standards specify that the acceptable level of lighting intensity is ¾ foot-candle of flood lighting measured from the ground, a maximum mounting height of light sources shall be 14 feet, and "white" color corrected lamp color shall be used for ground level illumination. A Condition of Approval has been included to ensure that any lighting shall meet the on-site lighting standards mentioned above. Therefore, as conditioned, the project complies with this Development Standard.

AA. Security Devices. The Development Standards require security devices to be screened from public view. The proposed project does not contain any type of security devices at this time. In the event that additional security devices are installed in the future, a Condition of Approval has been included requiring all proposed devices to be integrated into the design of the building, concealed and retractable. Therefore, the project complies with this Development Standard.

BB. Privacy. The Development Standards require that buildings be arranged to avoid windows facing windows across property lines, or the private open space of other residential units. The applicant has provided elevations, which depict the windows of the existing adjacent structures to the north superimposed onto the proposed project. There are no windows proposed along the provided elevations which face the windows of the structures to the north. Therefore, the project complies with this Development Standard.

CC. Hours of Operation. The Development Standards require that parking lot cleaning and sweeping, trash collection and deliveries be limited between 7:00 a.m. - 8:00 p.m. Monday through Friday, and 10:00 a.m. - 4:00 p.m. on Saturdays and Sundays. The applicant has been required in the Conditions of Approval to comply with this Development Standard. Therefore, as conditioned, the project complies with this Development Standard.

DD. Noise Control. The Development Standards require that any dwelling unit exterior wall including windows and doors having a line of sight to a public street or alley be constructed to provide a Sound Transmission Class of 50 or greater, as defined in the Uniform Building Code Standard No. 35-1, 1979 edition, or latest edition. The proposed building has multiple windows in the rear façade with a line of sight directly to an alley. The project also has windows and doors at the western side façade and front façade with a line of sight directly to Lyman Place and Santa Monica Boulevard, respectively. A Condition of Approval has been included requiring any dwelling unit exterior wall including windows and doors having a line of sight to a public street or alley to be constructed to provide a Sound Transmission Class of 50 or greater, as defined in the Uniform Building Code Standard No. 35-1, 1979 edition, or latest edition. Therefore, as conditioned, the project complies with this Development Standard.

EE. Required Ground Floor Uses. The Development Standards states that any residential, commercial facility, or commercial use permitted by the Specific Plan Ordinance is allowed on the ground floor within Subarea B. The project proposes the demolition of two (2) auto repair buildings totaling 2,160 square feet, and the construction, use and maintenance of a five-story, 13,882 square-foot, 16-unit residential building. Therefore, the project complies with this Development Standard.

Design Guidelines

FF. Urban Form. The Design Guidelines encourage transforming commercial streets away from a highway oriented, suburban format into a distinctly urban, pedestrian oriented and enlivened atmosphere by providing outdoor seating areas, informal gathering of chairs, and mid-block pedestrian walkways. The Guidelines also indicate that streets should begin to function for the surrounding community like an outdoor public living room and that transparency should exist between what is happening on the street and on the ground floor level of the buildings. The project is designed to enhance the pedestrian experience along Santa Monica Boulevard by providing approximately 77 percent transparency increasing visibility into the ground floor from the streets. Therefore, as proposed, the project complies with this Design Guideline.

GG. Building Form. The Design Guidelines encourage every building to have a clearly defined ground plane, roof expression and middle or shaft that relates the two. The proposed buildings have similar window placement, color, and façade expressions that relate all structures in the lot. The materials and colors chosen for the façade of the buildings are: 1) PTD Siding in light grey; 2) Stucco in white; and 3) Kynar Finish Corrugated Metal in dark grey. The proposed project also provides common open space that creates an opening between the structures on the lot by connecting them to the ground floor façade and relating the ground plane. Therefore, the project complies with this Design Guideline.

HH. Architectural Features. The Design Guidelines encourage courtyards, balconies, arbors, roof gardens, water features, and trellises. Appropriate visual references to historic building forms – especially Mediterranean traditions – are encouraged in new

construction. The proposed project provides private balconies and contains an open courtyard. Furthermore, the street-facing elevation employs a variety of building materials and articulation by way of recessed balconies, changes in building plane, and transparency. Therefore, the project complies with this Design Guideline.

II. Building Color. The Design Guidelines encourage buildings be painted three colors: a dominant color, a subordinate color and a "grace note" color. The proposed project includes light gray as its dominant color and dark bronze as its grace note façade color. Therefore, the project complies with this Design Guideline.

JJ. Signs. The Design Guidelines provide extensive guidance related to the placement, type, and style of signage to be used for projects. The Guidelines identify appropriate signs for the Specific Plan area to include: wall signs, small projecting hanging signs, awnings or canopy signs, small directory signs, and window signs. The applicant does not propose signs as part of this application. Therefore, this Design Guideline does not apply.

KK. Plant Materials on Facades. The Design Guidelines encourage facade plant materials in addition to permanent landscaping. Plants can be arranged in planters, containers, hanging baskets, flower boxes, etc. The applicant does not propose any plant materials on facades. Therefore, this Design Guideline does not apply.

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

On February 22, 2019, the Planning Department determined that the City of Los Angeles Guidelines for the implementation of the California Environmental Quality Act of 1970 and the State CEQA Guidelines designate the subject Project as Categorically Exempt under Section 15332, Case No. ENV-2018-348-CE.

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

(a) 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;
(b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses;
(c) The project site has no value as habitat for endangered, rare or threatened species;
(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and
(e) The site can be adequately served by all required utilities and public services.

The proposed project is for the demolition of two (2) auto repair buildings totaling 2,160 square feet, and the construction, use and maintenance of a five-story, 16-unit residential building measuring 59 feet, 4 inches in height. The project is setting aside 11 percent of the base nine (9) units for Extremely Low Income Households. The building will contain 13,882 square feet of floor area with a 2.61:1 FAR. The unit mix will be comprised of one (1) studio unit, three (3) one-bedroom units, and 12 two-bedroom units. There will be 10 automobile parking spaces, eight (8) bicycle parking spaces, and 1,425 square feet of open space.

The site is zoned C2-1D and has a General Plan Land Use Designation of Highway Oriented Commercial. As shown in the case file, the project is consistent with the applicable Hollywood Community Plan designation and policies and all applicable zoning designations and regulations in conjunction with the TOC Affordable Housing Incentive Program. The subject site is wholly within the City of Los Angeles, on a site that is approximately 0.12 acres. The surrounding area is characterized by level topography and improved streets. Properties to the north are zoned RD1.5-1XL, located within Subarea A (Neighborhood Conservation) of the SNAP, and developed with one- to three-story single- and multi-family residential buildings. The property to the west, across Lyman Place, is zoned PF-1XL, located within Subarea E (Community Facilities) of the SNAP, and developed with the Cahuenga Branch Library which is designated as Historical-Cultural Monument #314. Properties to the east are zoned C2-1D, located within Subarea B of the SNAP, and are currently developed with commercial uses. The property to the south, across Santa Monica Boulevard, is zoned [Q]PF-1XL, located within Subarea E of the SNAP, and developed with a City of Los Angeles Bureau of Street Lighting facility.

The site is previously disturbed and surrounded by development and therefore is not, and has no value as, a habitat for endangered, rare or threatened species. According to the letter prepared by a licensed landscape architect, dated May 15, 2018, there are no protected trees on the subject property and one (1) Ailanthus Altissima tree currently exists and will be removed. The project will be subject to Regulatory Compliance Measures (RCMs), which require compliance with the City of Los Angeles Noise Ordinance, pollutant discharge, dewatering, stormwater mitigations; and Best Management Practices for stormwater runoff. These RCMs will ensure the project will not have significant impacts on noise and water. Furthermore, the project does not exceed the threshold criteria established by LADOT for preparing a traffic study. Therefore, the project will not have any significant impacts to traffic. Interim thresholds were developed by DCP staff based on CalEEMod model runs relying on reasonable assumptions, consulting with AQMD staff, and surveying published air quality studies for which criteria air pollutants did not exceed the established SCAQMD construction and operational thresholds. The project site will be adequately served by all public utilities and services given that the construction of a multi-family residential building will be on a site which has been previously developed and is consistent with the General Plan. Therefore, the project meets all of the Criteria for the Class 32.

There are five (5) Exceptions which must be considered in order to find a project exempt under Class 32: (a) Cumulative Impacts; (b) Significant Effect; (c) Scenic Highways; (d) Hazardous Waste Sites; and (e) Historical Resources.

There is not a succession of known projects of the same type and in the same place as the subject project at the time of filing, January 1, 2018, which is the CEQA baseline. As mentioned, the project proposes a multi-family residential building containing 16 dwelling units in an area zoned and designated for such development through the use of a 70% density increase through the TOC Affordable Housing Incentive Program in exchange for affordable housing. All surrounding lots are developed with commercial and single- and multi-family buildings. The project proposes a FAR of 2.61:1 in conjunction with the TOC Affordable Housing Incentive Program, which allows a maximum FAR increase of up to 45 percent, allowing a maximum FAR of 2.9:1 in lieu of the 2:1 FAR otherwise permitted by the SNAP Subarea B, for setting aside two (2) units for Extremely Low Income Households. The proposed building will be five stories in height in an area that is developed with apartment buildings and commercial buildings that range in height from one to three stories. In conjunction with the TOC Affordable Housing Incentive Program, the proposed building will not be unusual for the vicinity of the subject site and will be similar in scope to other residential buildings in the area that use the TOC Affordable Housing Incentive Program in exchange for affordable housing. Thus, there are no unusual circumstances which may lead

to a significant effect on the environment. Additionally, the only State Scenic Highway within the City of Los Angeles is the Topanga Canyon State Scenic Highway, State Route 27, which travels through a portion of Topanga State Park. State Route 27 is located approximately 18 miles to the west of the subject property. Therefore, the subject site will not create any impacts within a designated 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. Moreover, due to the site containing two auto repair buildings, the project was required to prepare a Phase I Environmental Site Assessment (ESA). The applicant team submitted a Phase I and Phase II ESA, prepared by ENCON and dated December 14, 2016, which concluded that the subject site is a low risk site and no further subsurface investigations were necessary.

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 of 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. The property to the west, across Lyman Place, is developed with the Cahuenga Branch Library, which is designated as Historical-Cultural Monument #314, but the Department of City Planning, Office of Historic Resources confirmed the proposed project could not render the library ineligible for historic designation and no Historic Resource Assessment (HRA) or impacts assessment were required per an email dated April 2, 2018. Based on this, the project will not result in a substantial adverse change to the significance of a historic resource and this exception does not apply.

PROJECT PERMIT ADJUSTMENT

The applicant is requesting Project Permit Adjustments permit the transfer of 164.6 square feet of the minimum required 716 square feet of transparent elements from the western façade along Lyman Place to the southern façade along Santa Monica Boulevard as otherwise required per Development Standard 6. In order for the Project Permit Adjustments to be granted, all four of the legally mandated findings delineated in LAMC Section 11.5.7 E.3 must be made in the affirmative.

3. There are special circumstances applicable to the project or project site which make the strict application of the specific plan regulation(s) impractical.

Development Standard 6. of the Vermont/Western SNAP states that, "Transparent building elements such as windows and doors shall occupy at least fifty percent of the exterior wall surface of the ground floor facades for the front and side elevations. Transparent building elements shall occupy at least twenty percent of the surface area of the rear elevation of the ground floor portion of any building which has surface parking located to the rear of the structure." Moreover, a "side elevation ground floor façade" has been interpreted by Staff to only mean those facades which face a street or alley and not facades along interior lot lines that face other buildings. The subject site currently has a south elevation that faces Santa Monica Boulevard and a west elevation that faces Lyman Place. There is also an alley that faces the north elevation to the rear, but the project is not proposing a surface parking lot, thus not requiring transparent building elements. Therefore, only the southern and western elevations must meet this Development Standard.

The project must provide a minimum transparency of 297.5 square feet along Santa Monica Boulevard and 716 square feet along Lyman Place. The project proposes 297.5 square feet of transparent building elements along Santa Monica Boulevard and 552.4 square feet of transparent building elements along Lyman Place, which is less than the minimum required. However, the western façade is limited to only allowing 25 percent of unprotected openings

per the Los Angeles Fire Code. The Los Angeles Fire Code prevents the proposed project from providing the minimum required 716 square feet of transparent building elements along Lyman Place. Due to not being able to meet this Development Standard, the applicant is requesting a Project Permit Adjustment to permit the transfer of 164.6 square feet of the minimum required 716 square feet of transparent elements from the western façade along Lyman Place, to the southern façade along Santa Monica Boulevard. As such, the project proposes 462.1 square feet of transparent building elements along Santa Monica Boulevard and will maintain 552.4 square feet of transparent building elements along Lyman Place. The proposed project would still provide the overall minimum square-footage of required transparency elements across the building. For the reasons stated above, there is a special circumstance applicable to the project or project site which make the strict application of the Specific Plan regulation(s) impractical, and therefore, the requested Project Permit Adjustment can be granted.

4. In granting the Project Permit Adjustment, the Director has imposed project requirements and/or decided that the proposed project will substantially comply with all applicable specific plan regulations.

The project has been conditioned to comply with all applicable Specific Plan regulations per Finding No. 1 for the Project Permit Compliance. As currently proposed, and in conjunction with the TOC Affordable Housing Incentive Program, the Project Permit Adjustment would not keep the proposed project from meeting all the requirements of the Vermont/Western SNAP. Moreover, Condition of Approval No. 16 states that at least 475.8 square feet of the ground floor façade shall be constructed with transparent building materials along Lyman Place and at least 462.1 square feet of the ground floor façade shall be constructed with transparent building materials along Santa Monica Boulevard. Therefore, the requested Project Permit Adjustments can be granted.

5. In granting the Project Permit Adjustment, the Director has considered and found no detrimental effects of the adjustment on surrounding properties and public rights-of-way.

As stated above, the Project Permit Adjustment is to permit the transfer of 164.6 square feet of the minimum required 716 square feet of transparent elements from the western façade along Lyman Place to the southern façade along Santa Monica Boulevard as otherwise required per Development Standard 6. This adjustment would increase the transparency percentage along the Santa Monica Boulevard façade which makes for a more prominent pedestrian friendly frontage. The decrease of 164.6 square feet of transparency along Lyman Place and increase of 164.6 square feet of transparency along Santa Monica Boulevard would not be detrimental to the surrounding properties or public right-of-way, therefore, the requested Project Permit Adjustment can be granted.

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

See Finding 2.

OBSERVANCE OF CONDITIONS - TIME LIMIT - LAPSE OF PRIVILEGES

All terms and conditions of the Director's Determination shall be fulfilled before the use may be established. The instant authorization is further conditioned 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.

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.

VIOLATIONS OF THESE CONDITIONS, A MISDEMEANOR

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."

APPEAL PERIOD - EFFECTIVE DATE

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 Municipal Code, or the approval may be revoked.

The Determination in this matter will become effective and final fifteen (15) days after the date of mailing of the Notice of Director's Determination 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 http://planning.lacity.org.

Planning Department public offices are located at:

Figueroa Plaza
201 North Figueroa Street
4th Floor
Los Angeles, CA 90012
(213) 482-7077

Marvin Braude San Fernando
Valley Constituent Service Center
6262 Van Nuys Boulevard, Room 251
Van Nuys, CA 91401
(818) 374-5050

West Los Angeles
1828 Sawtelle Boulevard
2nd Floor
Los Angeles, CA 90025
(310) 231-2901

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, the Marvin Braude Building in the Valley, or West LA office. 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 through the Department of City Planning website at http://planning.lacity.org, or by calling (213) 482-7077, (818) 374-5050, or (310) 231-2901. The applicant is further advised to notify any consultant representing you of this requirement as well.

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.

VINCENT P. BERTONI, AICP
Director of Planning

Approved by:

Christina Toy Lee, Senior City Planner

Reviewed by:

Tina Vacharkulksemsuk, City Planner

Prepared by:

Jason Hernández, City Planning Associate
jason.hernandez@lacity.org

EXHIBIT D

Final Plans - Exhibit A

PROJECT INFORMATION

PROJECT DESCRIPTION

NEW APARTMENT BUILDING WITH (12) TWO-BEDROOM DWELLING UNITS, (3) 1-BEDROOM DWELLING UNITS AND (1) STUDIO DWELLING UNIT (2 EXTREMELY LOW INCOME UNITS AND 14 MARKET RATE UNITS) REPLACING (2) EXISTING ONE-STORY MASONRY BLOCK BUILDINGS

SCOPE OF WORK:

THE BUILDING CONTAINS THE FOLLOWING USES

- RESIDENTIAL DWELLING UNITS
- RESIDENTIAL LOBBY
- AUTOMOBILE PARKING
- TRASH / RECYLING / COMPOST AREA
- BICYCLE PARKING

PROPERTY INFORMATION:

ADDRESS	4575 W. SANTA MONICA BLVD. AND 1102-12 N. LYMAN PLACE
APN	5542027037
LEGAL:	LOT 41, LYMAN HILLS TRACT
SPECIFIC PLAN	SNAP SUBAREA B
ZONE:	C2-1D
LOT AREA	5,322 SF PER ZIMAS
D LIMITATION	ORDINANCE 164,682
TOC TIER:	TIER 3

PROJECT DETAILS

AREA AND DENSITY:

LOT AREA:	5,322 SF + 200 SF (REAR ALLEY) + 1,064 SF (SIDE ALLEY / LYMAN) = 6,586 SF
BASE DENSITY	6,586 / 800 = 8.2, ROUNDS UP TO 9
PROPOSED DENSITY	WITH 70% BONUS PER TOC TIER 3: 9x1.7 = 15.3, ROUNDS UP TO 16

AFFORDABLE UNITS:

MIN. FOR TIER 3	10% OF TOTAL UNITS - EXTREMELY LOW INCOME (ELI)
PROVIDED	2 ELI (2/16 = 12.5% OF TOTAL)

INCENTIVES:

# OF INCENTIVES	22% OF BASE DENSITY (2/9), AS EXTREMELY LOW INCOME PERMITS (3) INCENTIVES
INCENTIVE 1	- INCREASE IN MAX. HEIGHT FROM 50' PER SNAP SUBAREA B TO 56'-4"
	- INCREASE IN MAX. HEIGHT WITHIN 15' OF SANTA MONICA BLVD. FROM 30' TO 36'-4"
	- TRANSITIONAL HEIGHT PER TOC IN LIEU OF SNAP TRANSITIONAL HEIGHT
INCENTIVE 2	25% REDUCTION IN REQ'D OPEN SPACE FROM 1,900 SF TO 1,425 SF
INCENTIVE 3	25% REDUCTION IN MIN. OPEN SPACE AT GRADE / FIRST HABITABLE LEVEL FROM 712.5 SF TO 534 SF

PARKING:

CAR PARKING	REQUIRED: 8 STANDARD SPACES
	PROVIDED: 8 STANDARD SPACES + 2 REAR TANDEM SPACES
	FOR MORE INFORMATION SEE "CAR PARKING CALCULATIONS TABLE" ON SHEET G0.02.B
BIKES	8 LONG TERM REQUIRED (8 PROVIDED), 2 SHORT TERM (2 PROVIDED)

FLOOR AREA

BASE FAR	2:1 PER SNAP
TOC FAR BONUS	45%
TOC	
PROPOSED FAR	2.61:1
FLOOR AREA	15,233 SF MAX. (13,882 SF PROPOSED)

DEDICATIONS:

- 5' ON SANTA MONICA BLVD.

OPEN SPACE CALCULATION

- SEE "OPEN SPACE CALCULATIONS TABLE" ON SHEET G0.02.B

BUILDING DATA

CONSTRUCTION TYPE	4 STORIES OF TYPE VA OVER 1 STORY TYPE IA PODIUM
BUILDING USE	HOUSING
BUILDING SIZE:	15,179 SF
STORIES	5
OCCUPANCY TYPES	R2, S2
FIRE SPRINKLERS:	FULLY SPRINKLERED

GENERAL NOTES

1. CONTRACTOR TO VERIFY CONDITIONS AND DIMENSIONS AT THE SITE. BRING ANY INCONSISTENCIES TO THE ATTENTION OF THE ARCHITECT BEFORE PROCEEDING WITH WORK.
2. DO NOT SCALE DRAWINGS. WRITTEN DIMENSIONS SHALL GOVERN. DETAILS SHALL GOVERN OVER PLANS AND ELEVATIONS. LARGE SCALE DRAWINGS SHALL GOVERN OVER SMALL SCALE DRAWING. CONTRACTOR SHALL NOTIFY ARCHITECT OF ANY CONFLICTS IN WRITING PRIOR TO COMMENCEMENT OF WORK
3. ALL DIMENSIONS ARE TO FACE OF FINISH UNLESS OTHERWISE NOTED.
4. COORDINATE EXACT LOCATION OF ALL ELECTRICAL FIXTURES, CONTROLS, DEVICES AND OUTLETS WITH ARCHITECT IN THE FIELD.
5. COORDINATE EXACT LOCATION OF MECHANICAL EQUIPMENT, DUCTS, GRILLES, REGISTERS, FLUES, AND VENTS WITH ARCHITECTURAL DRAWINGS.
6. INSTALL ALL MATERIALS, EQUIPMENT, AND FIXTURES, IN CONFORMANCE WITH THE REQUIREMENTS AND RECOMMENDATIONS OF THE MANUFACTURER.
7. PROVIDE ALL NECESSARY BLOCKING, BACKING, AND FRAMING FOR: LIGHT FIXTURES, ELECTRICAL UNITS, PLUMBING FIXTURES, HEATING EQUIPMENT, CASEWORK AND ALL OTHER ITEMS REQUIRING SUPPORT.
8. CONTRACTOR IS RESPONSIBLE FOR LOCATING AND PROTECTING ALL EXISTING ON-SITE UTILITIES DURING CONSTRUCTION.
9. ANY QUESTIONS REGARDING THE INTENT RELATED TO THE LAYOUT OF THE NEW WORK SHALL BE BROUGHT TO THE ATTENTION OF THE ARCHITECT PRIOR TO PROCEEDING WITH ANY WORK.
10. ALL WORK SHALL BE DONE IN STRICT ACCORDANCE TO THE 2016 EDITION OF THE CALIFORNIA BUILDING CODE, THE CALIFORNIA PLUMBING CODE, THE CALIFORNIA ELECTRICAL CODE, THE CALIFORNIA MECHANICAL CODE, THE CALIFORNIA FIRE CODE, THE CALIFORNIA ENERGY CODE, THE CALIFORNIA GREEN CODE, AND ALL CITY OF LOS ANGELES AMENDMENTS.

PROJECT DIRECTORY

OWNER:
4575 SANTA MONICA BLVD., LLC
[illegible]
LOS ANGELES, CA 90027

CONTACT:
AMIRALI SHAKOORIAN
amirali@urbanworks.co

ARCHITECT:
IWAMOTOSCOTT ARCHITECTURE
126 TEXAS STREET
SAN FRANCISCO, CA 94107

CONTACT
MARK SHKOLNIKOV
mark@iwamotoscott.com
415 643 7773

DRAWING INDEX

4575
SANTA MONICA BLVD.

LOS ANGELES, CA

OWNER
4575 SANTA MONICA BLVD., LLC
[illegible]

ARCHITECT
IWAMOTOSCOTT ARCHITECTURE
126 TEXAS STREET
SAN FRANCISCO, CA 94107
415 643 7773

IWAMOTOSCOTT
ARCHITECTURE

REV.	DESCRIPTION	DATE

STAMP

EXHIBIT "A"
Page No. 1 of 15
Case No. DIR-2015-347-TOC-SPP-SPR

SCALE: N.T.S.
DRAWN BY: TEAM
ISAR PROJECT NO: XXXXX

PROJECT INFORMATION, GENERAL NOTES & DRAWING INDEX

G0.02.A

OPEN SPACE CALCULATIONS TABLE

	REQUIRED	PROVIDED
TOTAL OPEN SPACE	12 UNITS WITH 3 HABITABLE @125 = 1,500 SF 4 UNITS WITH LESS THAN 3 HABITABLE @100 = 400 1,500 + 400 = 1,900 TOTAL OS REQUIRED	-
TOTAL OPEN SPACE WITH 25% INCENTIVE	1,900 X 0.75 = 1,425 SF NET OS REQUIRED	712.5 COMMON + 723 PRIVATE = 1,435.5 SF 1,435.5 IS GREATER THAN 1,425
COMMON OPEN SPACE	712.5 SF	712.5 SF @ 5TH FLOOR TERRACE
COMMON LANDSCAPING	25% OF COMMON 712.5 X 0.25 = 178.1 SF	179 SF
MIN. AT FIRST HABITABLE LEVEL	50% OF TOTAL REQUIRED OS 1,425 X 0.5 = 712.5 SF	-
MIN. AT FIRST HABITABLE LEVEL WITH 25% INCENTIVE	50% X 0.75 = 37.5% 37.5% OF TOTAL REQUIRED OS 1,425 X 0.375 = 535 SF	623 SF PRIVATE 623 IS GREATER THAN 535

PROVIDED OPEN SPACE BY LEVEL

LEVEL	COMMON (SF)	PRIVATE (SF)
01	-	-
02	-	623
03	-	100
04	-	-
05	712.5	-
SUBTOTAL	712.5	723
TOTAL	1,435.5 SF	

CAR PARKING CALCULATIONS TABLE

MIN. PARKING REQUIREMENT (WITHOUT TOC)

HABITABLE ROOMS	QUANTITY	SNAP MIN. RATE	MINIMUM
LESS THAN 3	1	1	1
3	3	1	3
MORE THAN 3	12	1.5	18
GUEST PARKING / UNIT	16 TOTAL UNITS	0.2500	4
TOTAL	-	-	26

MAX. PARKING REQUIREMENT

HABITABLE ROOMS	QUANTITY	SNAP MAX. RATE	MAXIMUM
LESS THAN 3	1	1	1
3	3	1.5	5
MORE THAN 3	12	2	24
GUEST PARKING / UNIT	16	0.5000	8
TOTAL	-	-	38

REQUIRED PARKING (WITH TOC INCENTIVE)

HABITABLE ROOMS	QUANTITY	MINIMUM	REQUIREMENT
LESS THAN 3	1	0.5	1
3	3	0.5	1.5
MORE THAN 3	12	0.5	6
GUEST PARKING / UNIT	16 TOTAL UNITS	0.0000	0
TOTAL	-	-	8

DWELLING UNIT MIX

UNIT	TYPE	NSF
202	1B	432
203	STUDIO	352
204	2B	802
205	2B	883
207	2B	691
302	2B	921
303	2B	885
304	2B	812
306	2B	686
402	2B	785
403	2B	885
404	2B	900
405	1B	529
502	2B	906
503	2B	897
504	1B	521

TOTAL	11887

These documents have been
REVISED
Date...5/23/19.....

4575
SANTA MONICA BLVD.
LOS ANGELES, CA

OWNER
4575 SANTA MONICA BLVD., LLC
4551 RUSSELL AVE.
LOS ANGELES, CA 90027
323-645-0450

ARCHITECT
IWAMOTOSCOTT ARCHITECTURE
128 TEXAS STREET
SAN FRANCISCO, CA 94107
415-643-7773

IWAMOTOSCOTT
ARCHITECTURE

REV.	DESCRIPTION	DATE
	SD 50%	11/21/2017
	SD 100%	12/08/2017
1	SD 100% REV. 1	01/19/2018
	DD 25%	08/22/2018
2	DD 25% REV 1	11/27/2018
3	DD 25% REV 2	05/23/2019

STAMP

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SCALE: N.T.S.
DRAWN BY: TEAM
ISAR PROJECT NO: XXXXX

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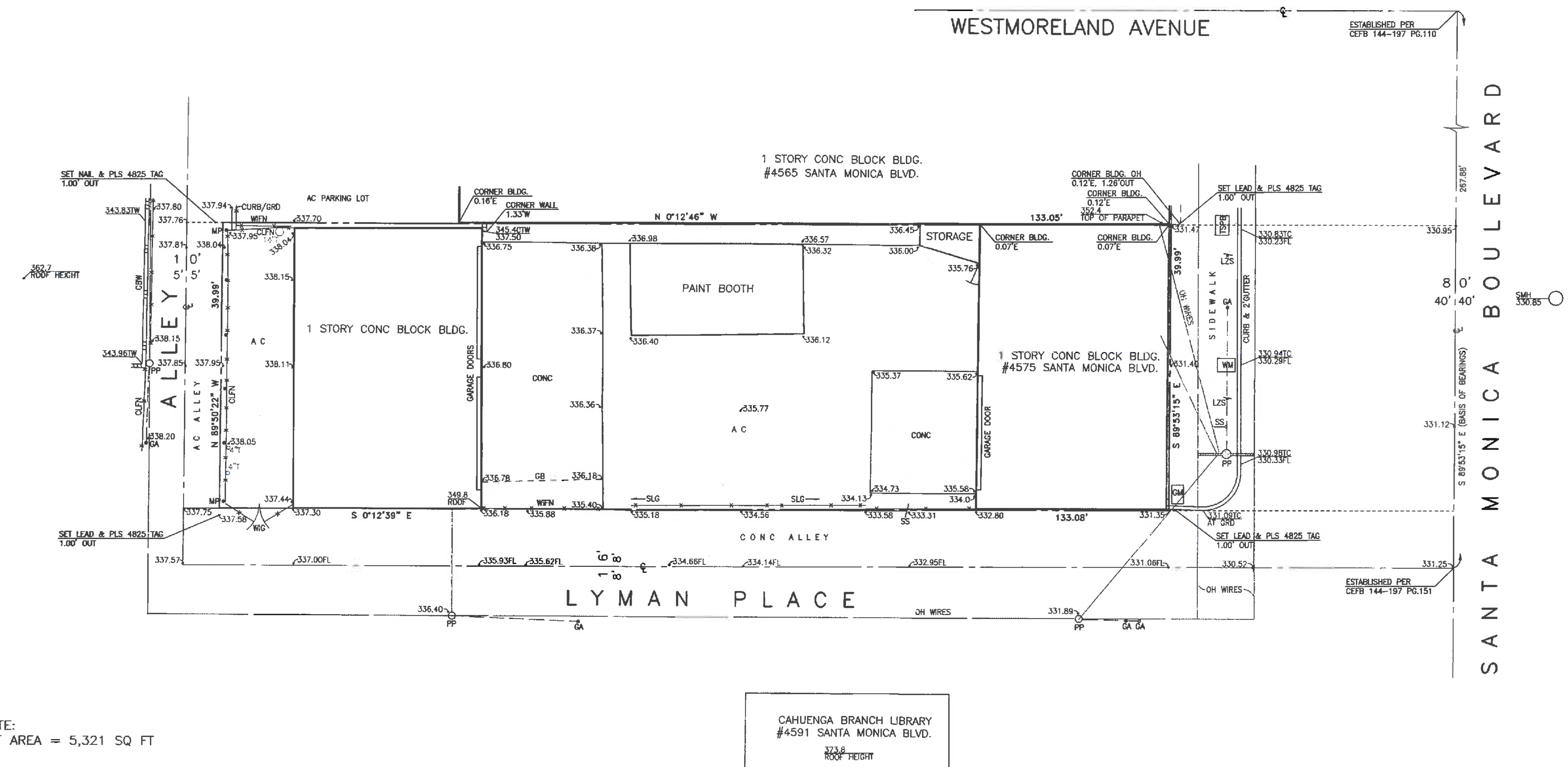
PROJECT INFORMATION

G0.02.B



LEGEND

AC	ASPHALTIC CONCRETE
CBW	CONCRETE BLOCK WALL
CLFN	CHAIN LINK FENCE
EAC	EDGE OF ASPHALTIC CONCRETE
EM	ELECTRIC METER
FL	FLOW LINE
GA	GUY ANCHOR
GB	GRADE BREAK
GM	GAS METER
GRD	GRADE
LZS	LOADING ZONE SIGN
MP	METAL GUARD POST
OH	OVERHEAD, OVERHANG
PP	POWER POLE
SCV	SPRINKLER CONTROL VALVE
SLG	SLIDING GATE
SMH	SEWER MANHOLE
SS	STREET SIGN
T	TREE
TC	TOP OF CURB
TSPB	TRAFFIC SIGNAL PULL BOX
TW	TOP OF WALL
WDFN	WOOD FENCE
WIFN	WROUGHT IRON FENCE
WIG	WROUGHT IRON GATE
WM	WATER METER
N	NORTH OF PROPERTY LINE
S	SOUTH OF PROPERTY LINE
E	EAST OF PROPERTY LINE
W	WEST OF PROPERTY LINE

NOTE:
LOT AREA = 5,321 SQ FT

BENCHMARK:

CITY OF LOS ANGELES BM NO. 12-18670
CITY DISC #058 ON W END OF FIRST CEM STEP TO CAHUENGA BRANCH LIBRARY; 11FT N OF N CURB SANTA MONICA BLVD; 56FT E OF MADISON AVE.

ELEVATION = 332.279 (2000)

BASIS OF BEARINGS:

THE BEARING OF S 89°53'15" E FOR THE NORTH LINE OF SANTA MONICA BLVD AS SHOWN ON MAP OF LYMAN HILL TRACT, M.B. 7/30 AND TRANSFERRED TO CENTERLINE WAS USED AS THE BASIS OF BEARINGS SHOWN HEREON.

EXHIBIT "A"
Page No. 3 of 15
Case No. DIR-2016-347-TOC-SPP-SPPA

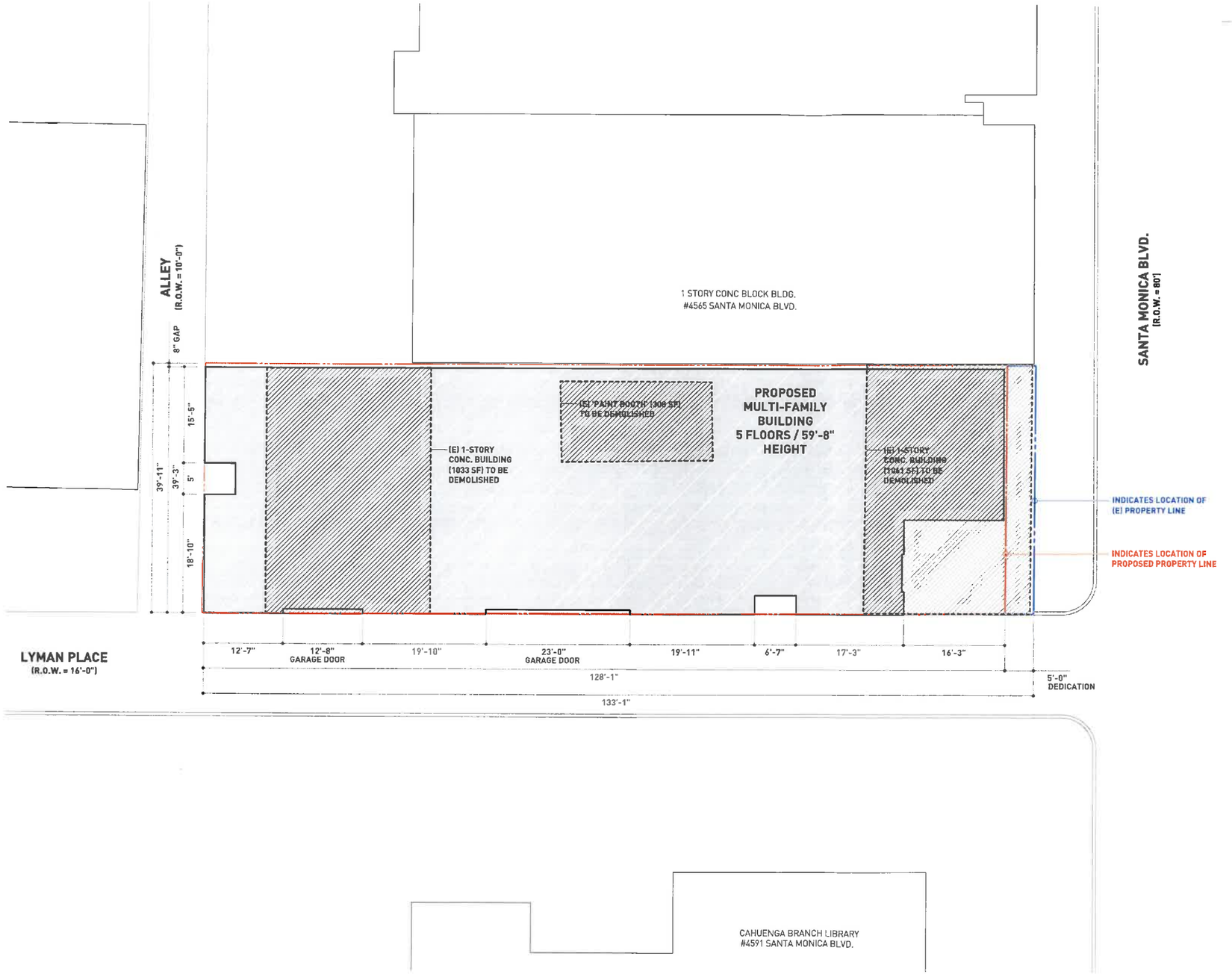
SCALE: 1" = 8'

BECKER AND MIYAMOTO, INC.
LICENSED LAND SURVEYORS
5601 W. WASHINGTON BLVD. LOS ANGELES, CA. 90016 (310) 839-9530

TOPOGRAPHIC SURVEY
LOT 41
LYMAN HILL TRACT, M.B. 7/30

PREPARED EXCLUSIVELY FOR: 4575 SANTA MONICA BLVD, LLC
YOSHIAKI MIYAMOTO L.S. 4825 PRESIDENT

JOB NO.	12527
DRAWN BY:	H
CHECKED BY:	YM
DATE OF SURVEY:	4-27-17
SHEET	1
OF	1



1 PLOT PLAN

1/8" = 1'-0"

PLOT PLAN INFORMATION:

SEE SHEET G0.02

SHEET NOTES:

1. NO NEW CURB CUTS
2. APPROX. 2,402 SF OF EXISTING STRUCTURES TO BE DEMOLISHED.

4575
SANTA MONICA BLVD.
LOS ANGELES, CA

OWNER
4575 SANTA MONICA BLVD., LLC
4311 RUSSELL AVE
LOS ANGELES, CA 90027
323-661-0490

ARCHITECT
IWAMOTOSCOTT ARCHITECTURE
128 TERAS STREET
SAN FRANCISCO, CA 94107
415-643-7772

IWAMOTOSCOTT
ARCHITECTURE

REV.	DESCRIPTION	DATE
	30 DAY	11/21/2017
	35-100%	12/08/2017
1	50-100% REV. 1	01/19/2018
	02-25%	04/27/2018
2	02-25% REV. 1	11/27/2018

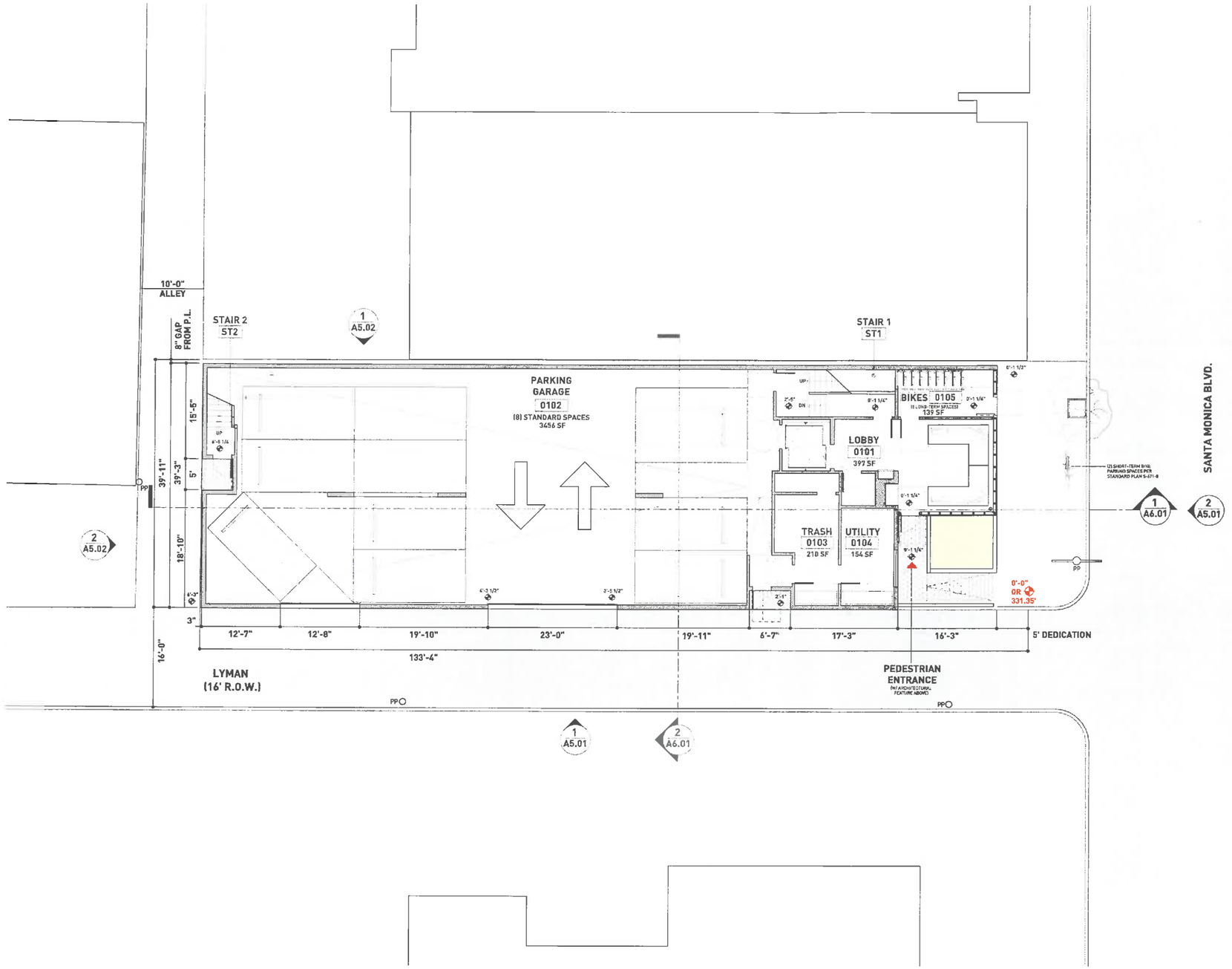
STAMP

EXHIBIT "A"
Page No. 4 of 15
Case No. DIR-2018-347-TDC-SPP-SPPA

SCALE: 1/8" = 1'
DRAWN BY: MS, LC, CS
ISAR PROJECT NO: XXXXX
N

PLOT PLAN

G1.03



1 **FLOOR PLAN - STREET / LEVEL 01**

1/8" = 1'-0"

4575
SANTA MONICA BLVD.
LOS ANGELES, CA

OWNER
4575 SANTA MONICA BLVD., LLC
4687 RUSSELL AVE
LOS ANGELES, CA 90027
323.645.0456

ARCHITECT
IWAMOTOSCOTT ARCHITECTURE
128 TEXAS STREET
SAN FRANCISCO, CA 94107
415.543.2722

IWAMOTOSCOTT
ARCHITECTURE

REV.	DESCRIPTION	DATE
	50 SET	11/27/2017
	35 SET	12/08/2017
1	50 SET REV. 1	01/19/2018
	00 SET	08/22/2018
2	00 SET REV. 1	11/29/2018

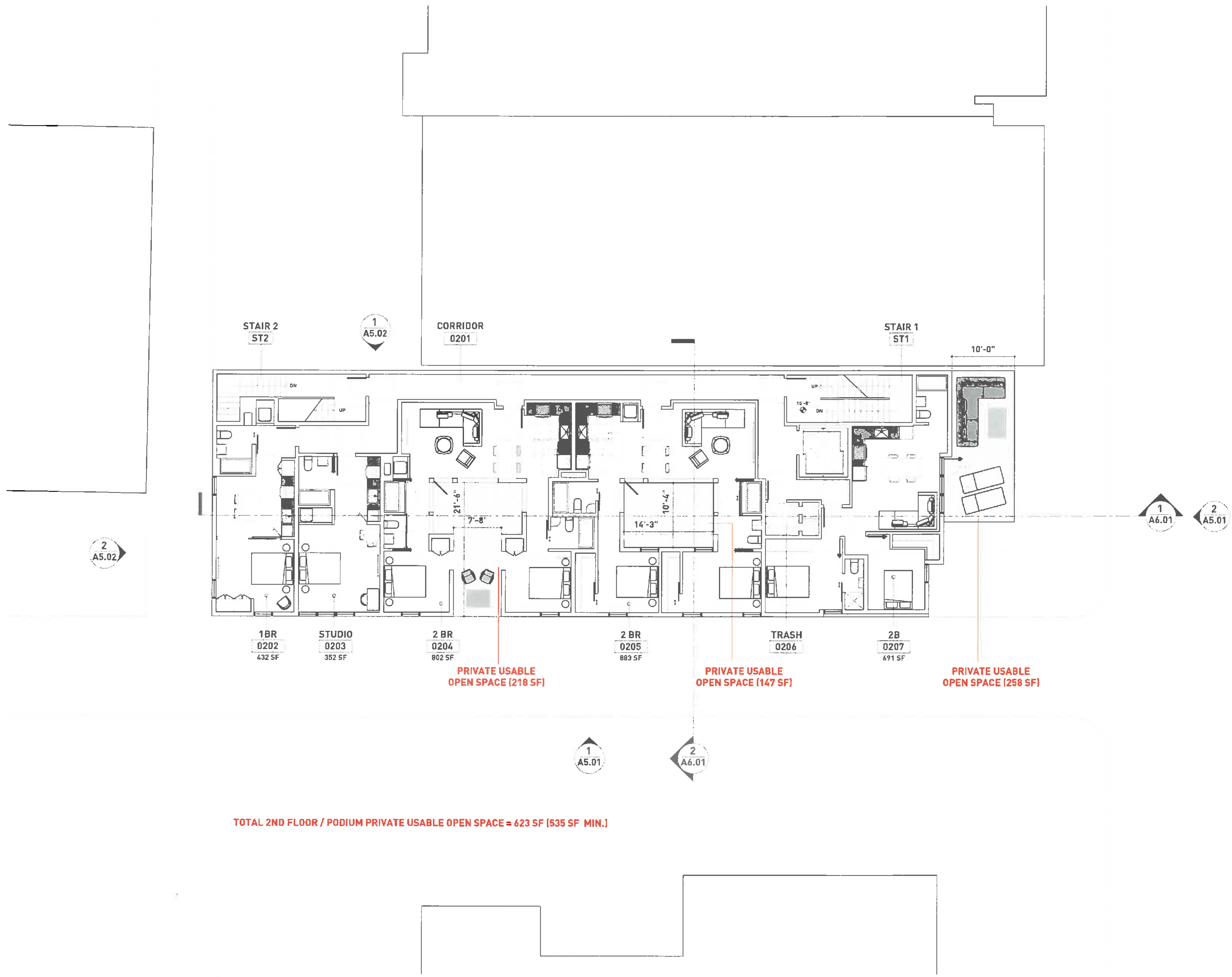
STAMP

EXHIBIT "A"
Page No. 5 of 15
Case No. DIR-2016-3477-TOC-SPP-SPPA

SCALE: 1/8" = 1'
DRAWN BY: MS, LC, CS
ISAR PROJECT NO: XXXXX
N

FLOOR PLAN
STREET / LEVEL 01

A2.01



1 FLOOR PLAN - LEVEL 02

1/8" = 1'-0"

NOT FOR CONSTRUCTION

KEYED NOTES:

WALL TYPE LEGEND:

SHEET NOTES:

4575 SANTA MONICA BLVD.

LOS ANGELES, CA

OWNER
4575 SANTA MONICA BLVD., LLC
LOS ANGELES, CA

ARCHITECT
IWAMOTOSCOTT ARCHITECTURE
SAN FRANCISCO, CA

IWAMOTOSCOTT ARCHITECTURE

REV.	DESCRIPTION	DATE
	SD 50%	11/21/2017
	SD 100%	12/08/2017
1	SD 100% REV 1	01/19/2018
	DD 25%	08/22/2018
2	DD 25% REV 1	11/27/2018

STAMP

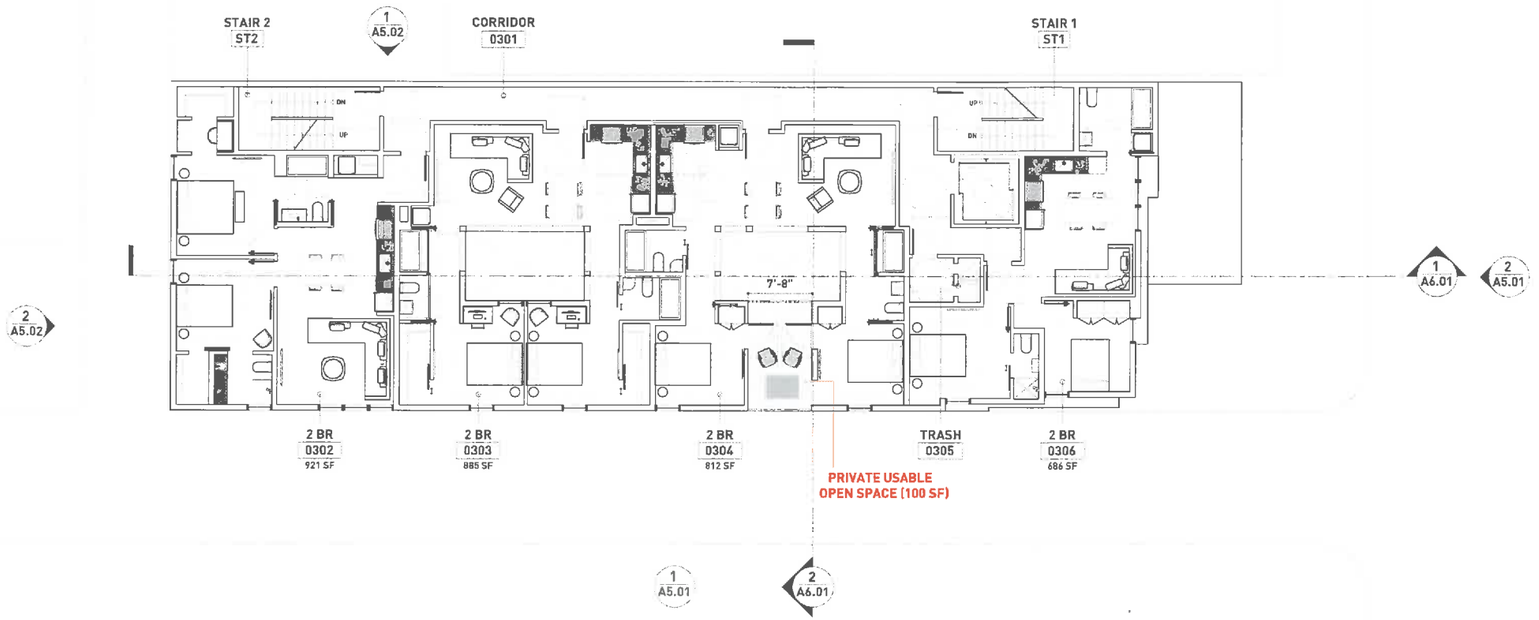
EXHIBIT "A"
Page No. 6 of 15
Case No. DIR-2018-347-TOC-SPP-SPPA

SCALE: 1/8" = 1'
DRAWN BY: MS, LC, CS
ISAR PROJECT NO: XXXXX

N

FLOOR PLAN
LEVEL 02

A2.02



1 FLOOR PLAN - LEVEL 03

1/8" = 1'-0"

NOT FOR CONSTRUCTION

KEYED NOTES:

WALL TYPE LEGEND:

SHEET NOTES:

4575
SANTA MONICA BLVD.
LOS ANGELES, CA

OWNER
4575 SANTA MONICA BLVD., LLC
4553 RUSSELL AVE
LOS ANGELES, CA 90027
323-645-8459

ARCHITECT
IWAMOTOSCOTT ARCHITECTURE
128 TEXAS STREET
SAN FRANCISCO, CA 94107
415-643-7993

IWAMOTOSCOTT
ARCHITECTURE

REV.	DESCRIPTION	DATE
	SD 50%	11/27/2017
	SD 100%	12/08/2017
1	SD 100% REV. 1	05/15/2018
	DD 25%	08/22/2018
2	DD 25% REV. 1	11/27/2018

STAMP

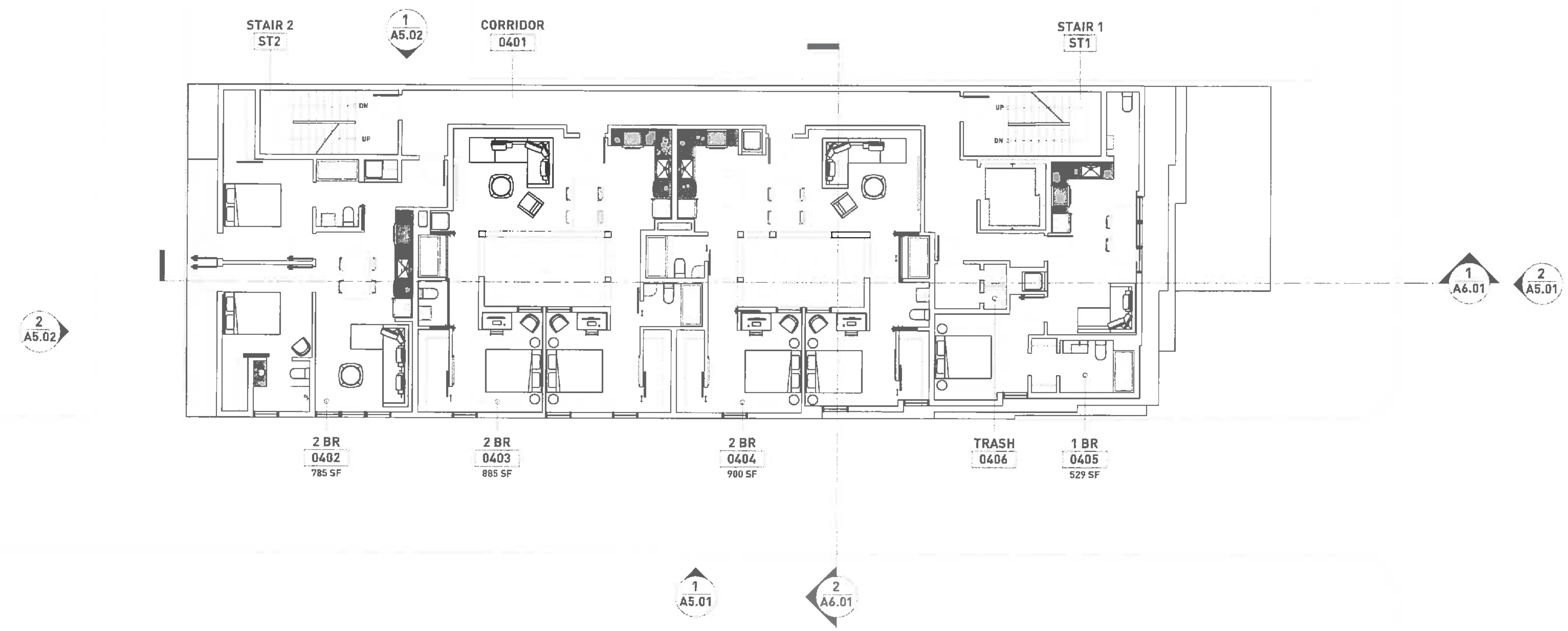
EXHIBIT "A"
Page No. 7 of 15
Case No. DIR-2018-347-TDC-SPR-SPPA

SCALE: 1/8" = 1'
DRAWN BY: MS, LC, CS
ISAR PROJECT NO: XXXXX

N

FLOOR PLAN
LEVEL 03

A2.03



1 FLOOR PLAN - LEVEL 04

1/8" = 1'-0"

NOT FOR CONSTRUCTION

KEYED NOTES:

WALL TYPE LEGEND:

SHEET NOTES:

4575 SANTA MONICA BLVD.

LOS ANGELES, CA

OWNER
4575 SANTA MONICA BLVD., LLC
4551 RUSSELL AVE.
LOS ANGELES, CA 90027
323-645-0458

ARCHITECT
IWAMOTOSCOTT ARCHITECTURE
128 TEXAS STREET
SAN FRANCISCO, CA 94107
415-643-7773

IWAMOTOSCOTT
ARCHITECTURE

REV.	DESCRIPTION	DATE
	SD 50%	11/21/201[illegible]
	SD 100%	12/08/2017
1	SD 100% REV 1	01/19/2018
	DD 25%	08/22/2018
2	DD 25% REV 1	11/29/2018

STAMP

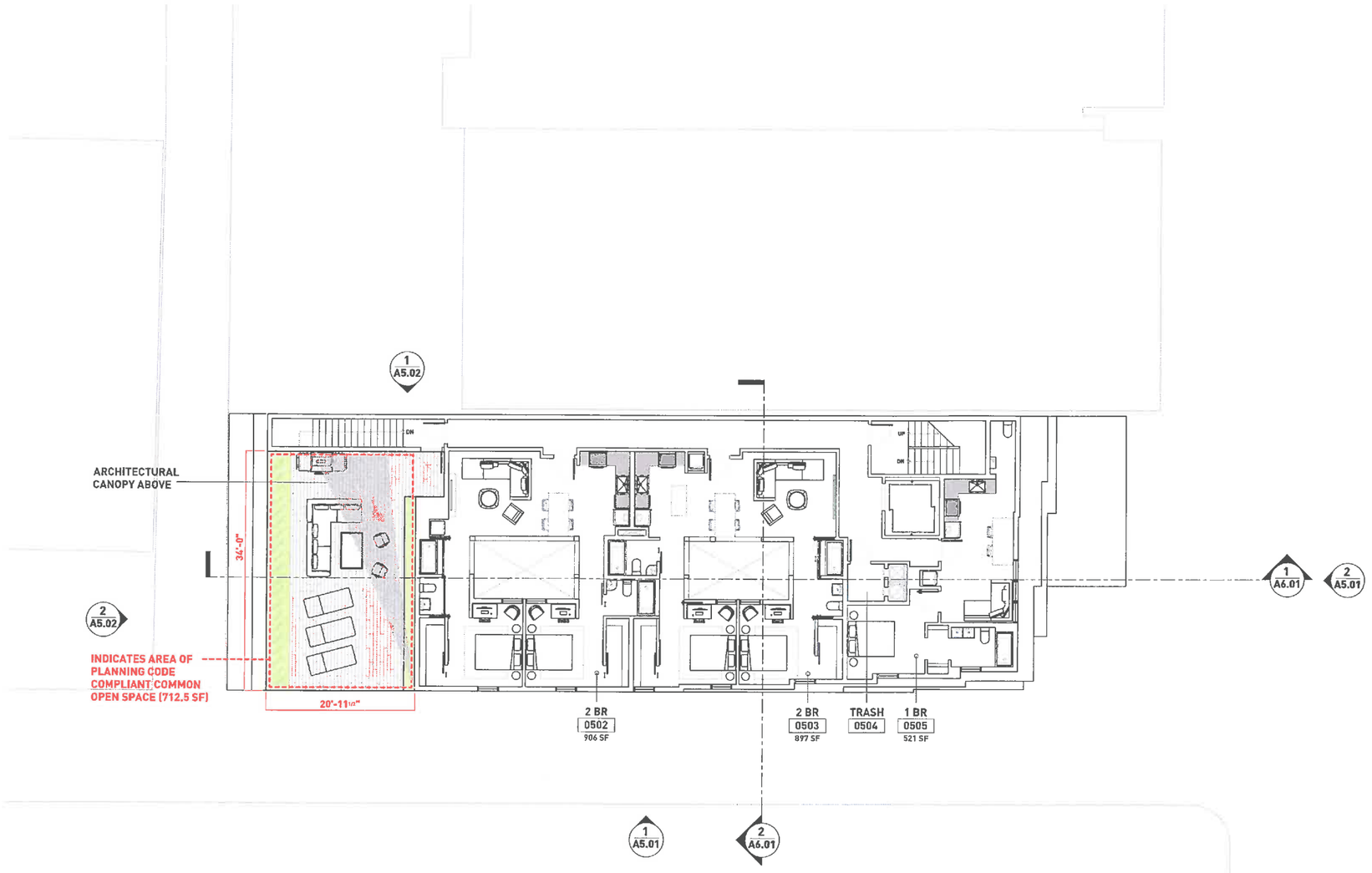
EXHIBIT "A"
Page No. [illegible] of 18
Case No. DIR-2018-347-TOC-SPP-SPPA

SCALE: 1/8" = 1'
DRAWN BY: MS, LC, CS
ISAR PROJECT NO: XXXXX

N

FLOOR PLAN
LEVEL 04

A2.04



1 FLOOR PLAN - LEVEL 05

1/8" = 1'-0"

NOT FOR CONSTRUCTION

These documents have been **REVISED**

Date 5/23/19

4575
SANTA MONICA BLVD.
LOS ANGELES, CA

OWNER
4575 SANTA MONICA BLVD., LLC
4551 RUSSELL AVE.
LOS ANGELES, CA 90027
323-645-0450

ARCHITECT
IWAMOTOSCOTT ARCHITECTURE
128 TEXAS STREET
SAN FRANCISCO, CA 94107
415-643-7773

IWAMOTOSCOTT
ARCHITECTURE

REV.	DESCRIPTION	DATE
	SD 50%	11/21/2017
	SD 100%	12/08/2017
1	SD 100% REV. 1	01/19/2018
	DD 25%	08/22/2018
2	DD 25% REV 1	11/27/2018
3	DD 25% REV 2	05/23/2019

STAMP

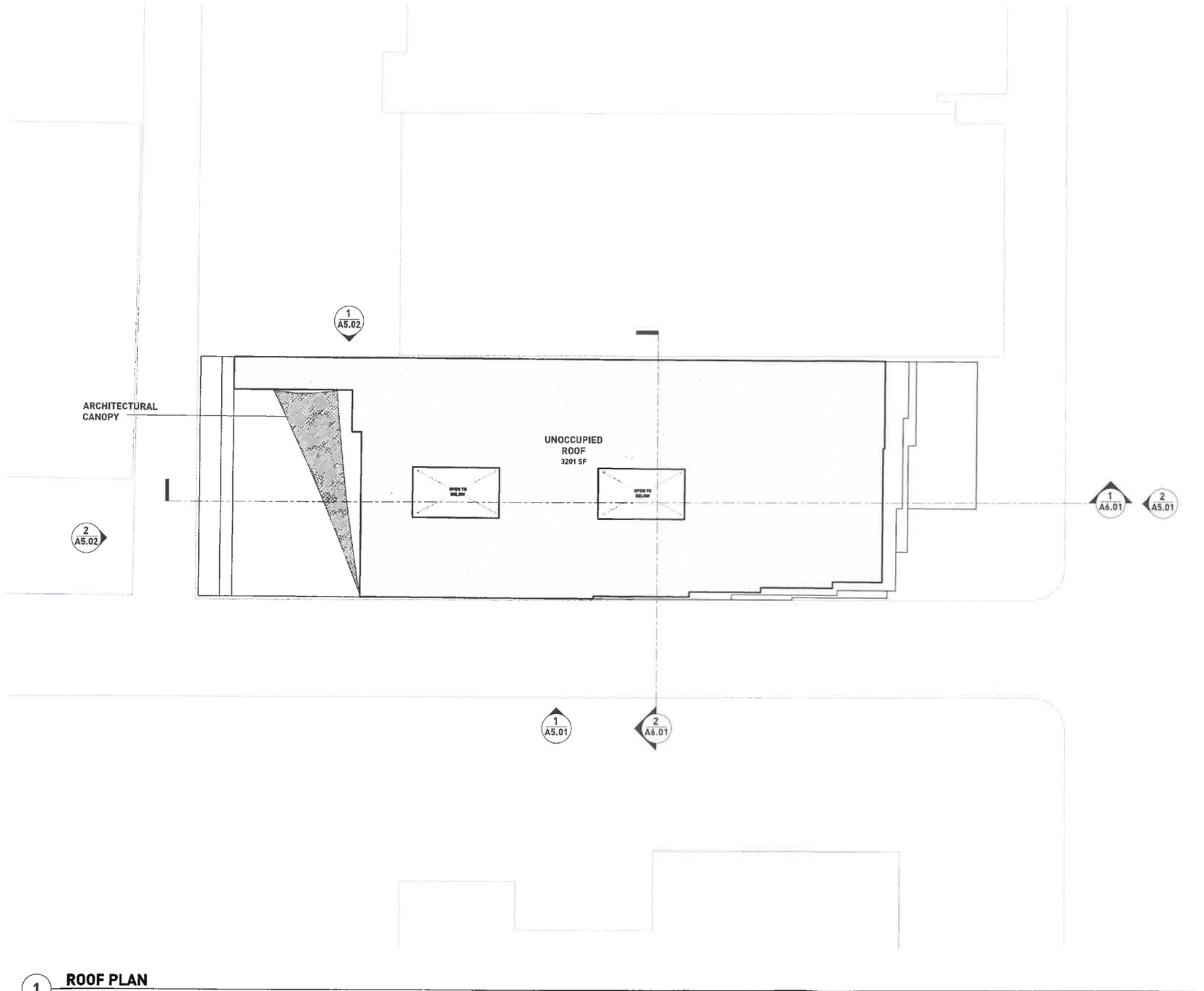
EXHIBIT "A"
Page No. 9 of 15
Case No. 2012-2018-347-PCA-SHP-VAR-A

SCALE: 1/8" = 1'
DRAWN BY: MS, LC, CS
ISAR PROJECT NO: XXXXX

N

FLOOR PLAN
LEVEL 05

A2.05



1 **ROOF PLAN**

1/8" = 1'-0"

NOT FOR CONSTRUCTION

These documents have been **REVISED**

Date 5/23/19

4575
SANTA MONICA BLVD.
LOS ANGELES, CA

OWNER
4575 SANTA MONICA BLVD., LLC
4551 RUSSELL AVE.
LOS ANGELES, CA 90027
323-645-0450

ARCHITECT
IWAMOTOSCOTT ARCHITECTURE
128 TEXAS STREET
SAN FRANCISCO, CA 94107
415-643-7773

IWAMOTOSCOTT
ARCHITECTURE

REV.	DESCRIPTION	DATE
	SD 50%	11/21/2017
	SD 100%	12/08/2017
1	SD 100% REV. 1	01/19/2018
	DD 25%	08/22/2018
2	DD 25% REV 1	11/27/2018
3	DD 25% REV 2	05/23/2019

STAMP

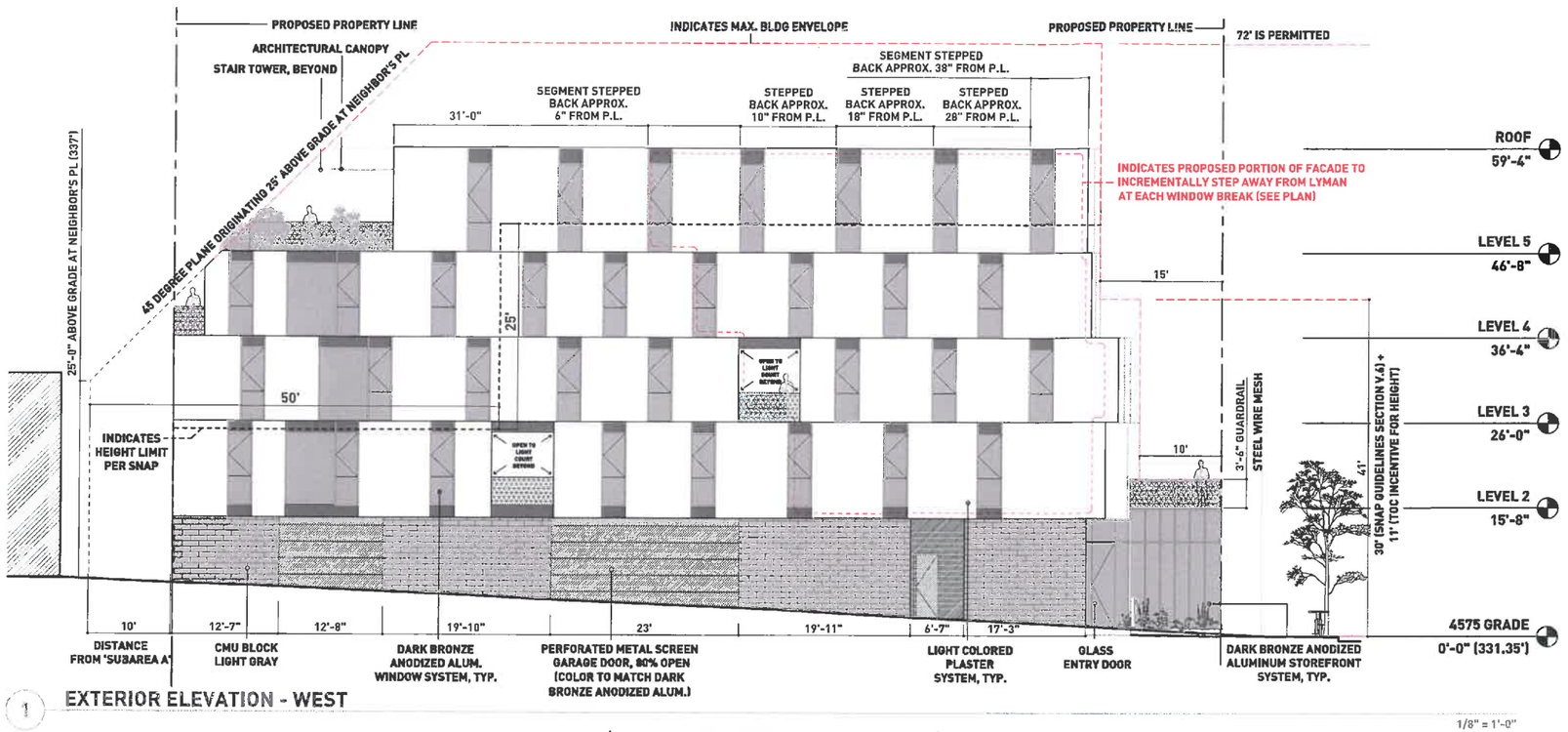
EXHIBIT "A"
Page No. 10 of 15
Case No. DIR-2018-347-TOC-SPR-A

SCALE: 1/8" = 1'
DRAWN BY: MS, LC, CS
ISAR PROJECT NO: XXXXX

N

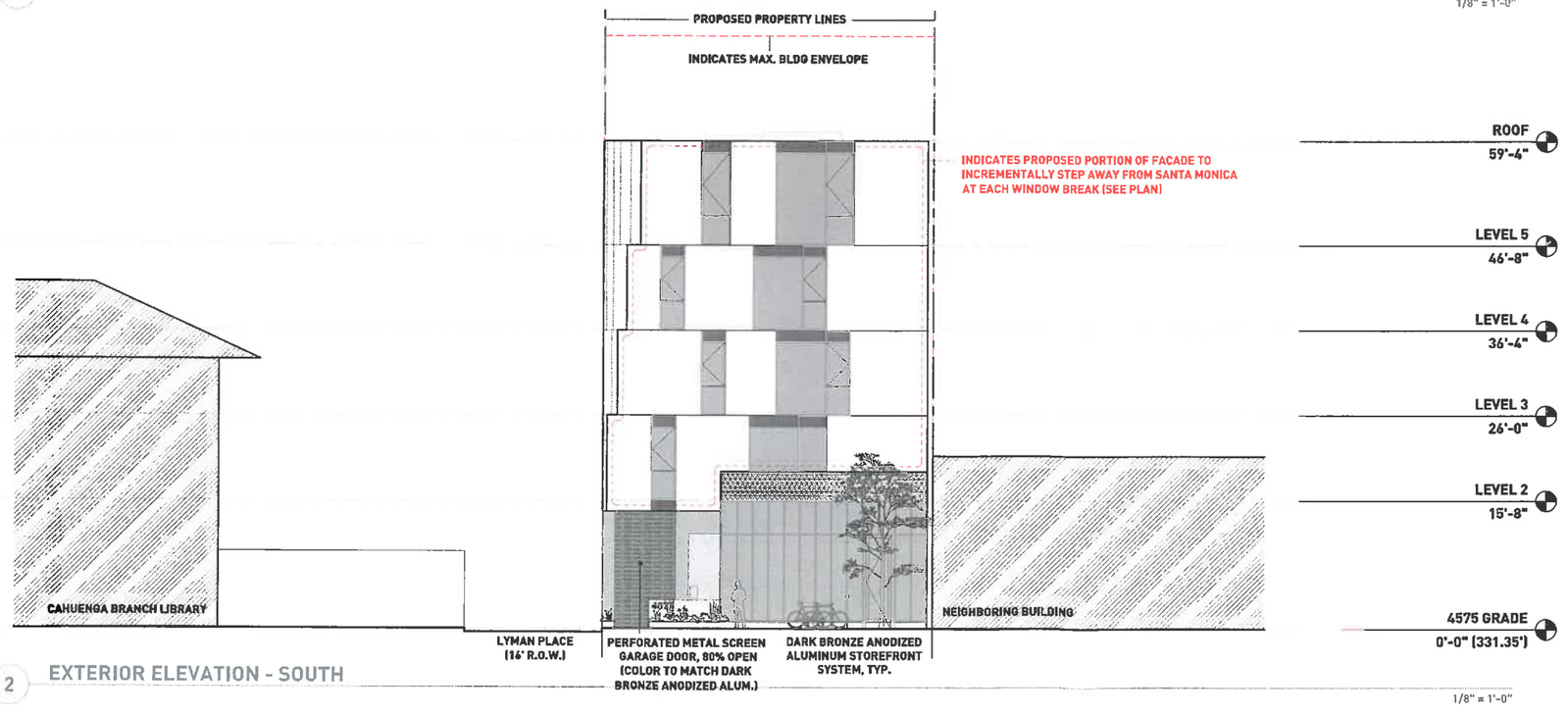
ROOF PLAN

A2.06



1 EXTERIOR ELEVATION - WEST

1/8" = 1'-0"



2 EXTERIOR ELEVATION - SOUTH

1/8" = 1'-0"

NOT FOR CONSTRUCTION

These documents have been **REVISED**

Date... 5/23/19

4575
SANTA MONICA BLVD.
LOS ANGELES, CA

OWNER
4575 SANTA MONICA BLVD., LLC
4551 RUSSELL AVE.
LOS ANGELES, CA 90027
323-645-0450

ARCHITECT
IWAMOTOSCOTT ARCHITECTURE
128 TEXAS STREET
SAN FRANCISCO, CA 94107
415-643-7773

IWAMOTOSCOTT ARCHITECTURE

REV.	DESCRIPTION	DATE
	SD 50%	11/21/2017
	SD 100%	12/08/2017
1	SD 100% REV. 1	01/19/2018
	DD 25%	08/22/2018
2	DD 25% REV 1	11/27/2018
3	DD 25% REV 2	05/23/2019

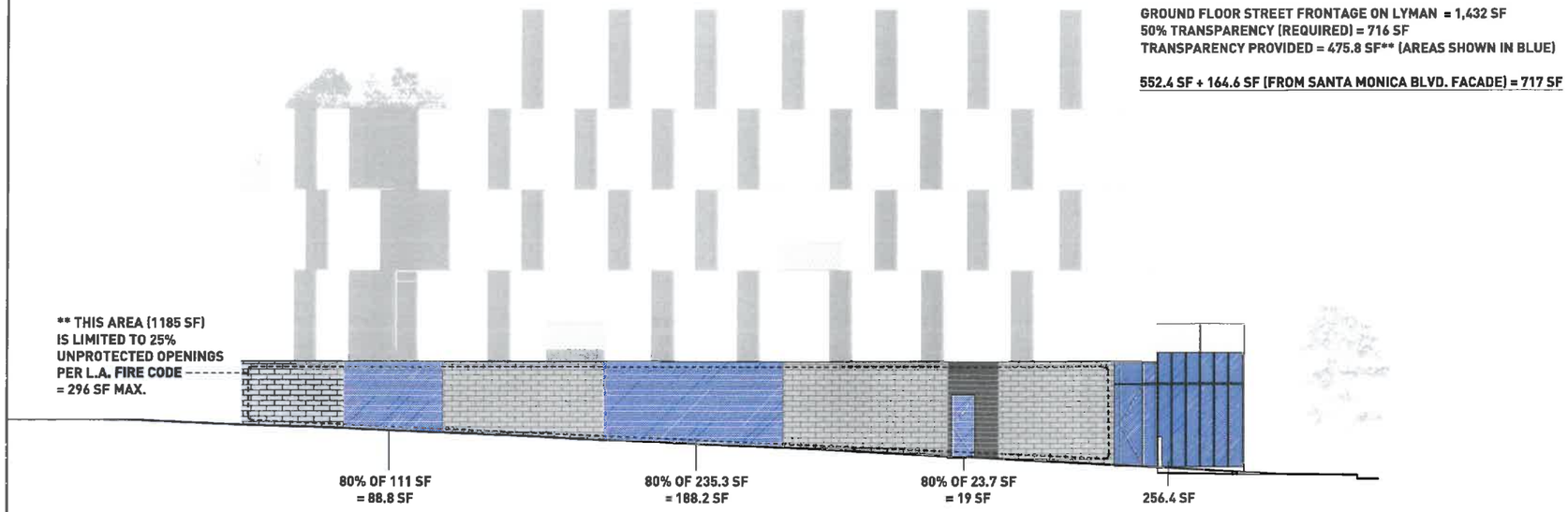
STAMP

EXHIBIT "A"
Page No. 11 of 15
Case No. DIR-2018-597-TOC-SPR-SPPA

SCALE: 1/8" = 1'
DRAWN BY: MS, LC, CS
ISAR PROJECT NO: XXXXX

EXTERIOR ELEVATIONS

A5.01

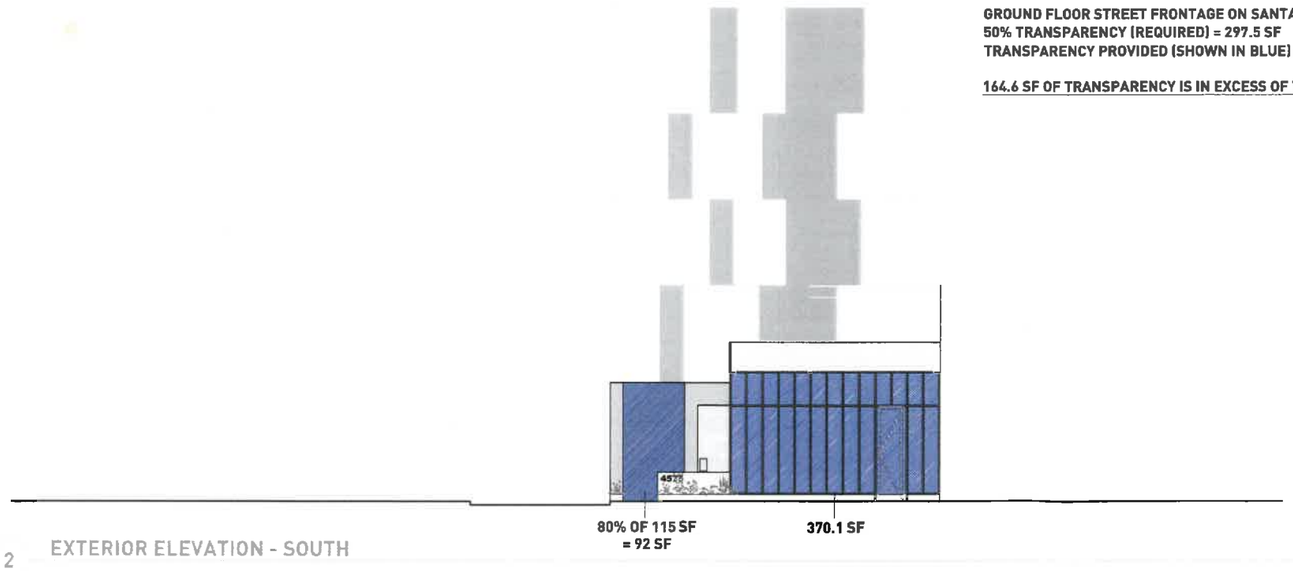


GROUND FLOOR STREET FRONTAGE ON LYMAN = 1,432 SF
50% TRANSPARENCY (REQUIRED) = 716 SF
TRANSPARENCY PROVIDED = 475.8 SF** (AREAS SHOWN IN BLUE)

552.4 SF + 164.6 SF (FROM SANTA MONICA BLVD. FACADE) = 717 SF

1 EXTERIOR ELEVATION - WEST

1/8" = 1'-0"



GROUND FLOOR STREET FRONTAGE ON SANTA MONICA BLVD. = 595 SF
50% TRANSPARENCY (REQUIRED) = 297.5 SF
TRANSPARENCY PROVIDED (SHOWN IN BLUE) = 462.1 SF

164.6 SF OF TRANSPARENCY IS IN EXCESS OF THE 50% REQUIREMENT

2 EXTERIOR ELEVATION - SOUTH

1/8" = 1'-0"

NOT FOR CONSTRUCTION

KEYED NOTES:

WALL TYPE LEGEND:

SHEET NOTES:

4575
SANTA MONICA BLVD.
LOS ANGELES, CA

OWNER
4575 SANTA MONICA BLVD., LLC
4551 RUSSELL AVE
LOS ANGELES, CA 90027
323-445-0450

ARCHITECT
IWAMOTOSCOTT ARCHITECTURE
728 TEXAS STREET
SAN FRANCISCO, CA 94107
415-643-7773

IWAMOTOSCOTT ARCHITECTURE

REV.	DESCRIPTION	DATE
	SD 50%	11/27/2017
	SD 100%	12/08/2017
1	SD 100% REV 1	01/19/2018
	DD 25%	06/27/2018
1	DD 25% REV 1	11/07/2018

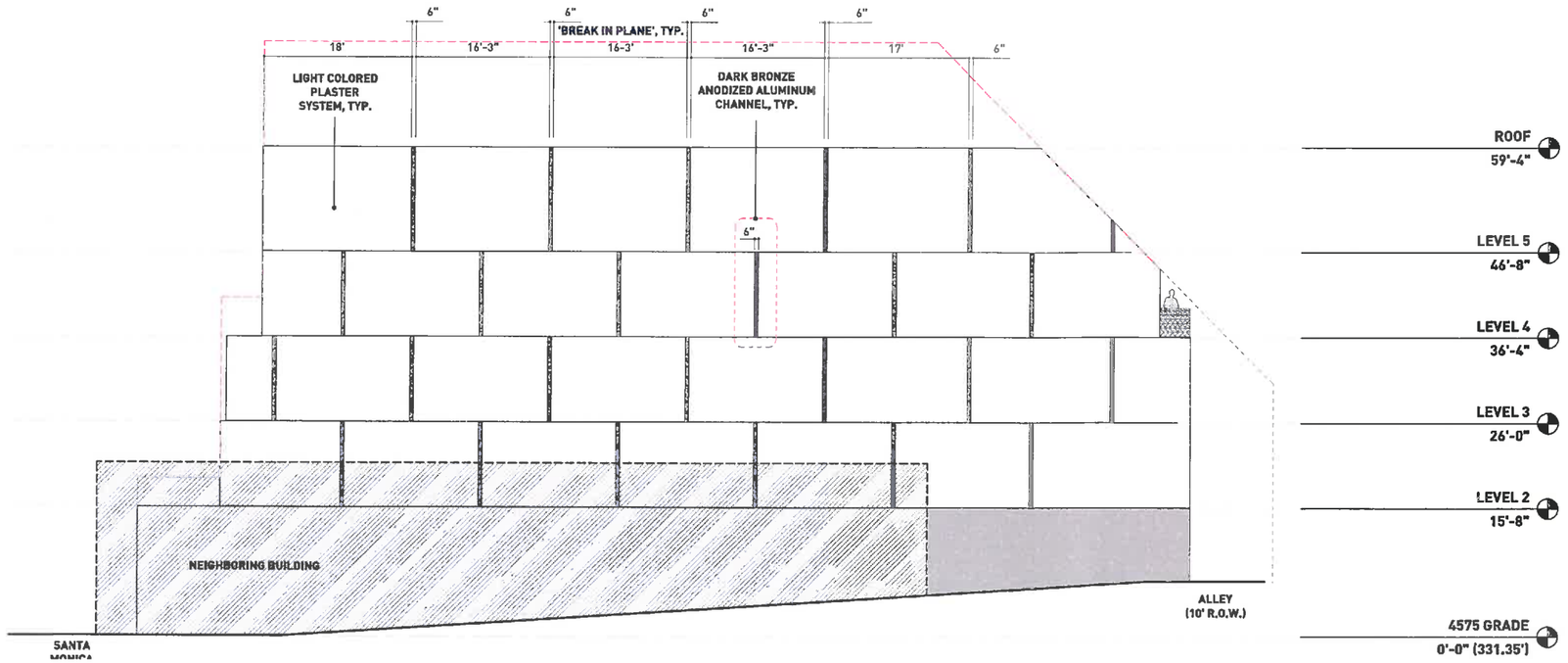
STAMP

EXHIBIT "A"
Page No. 12 of 15
Case No. DIR-2018-347-TOC-SPR-SPPA

SCALE: 1/8" = 1'
DRAWN BY: MS, LC, CS
ISAR PROJECT NO: XXXXX
N

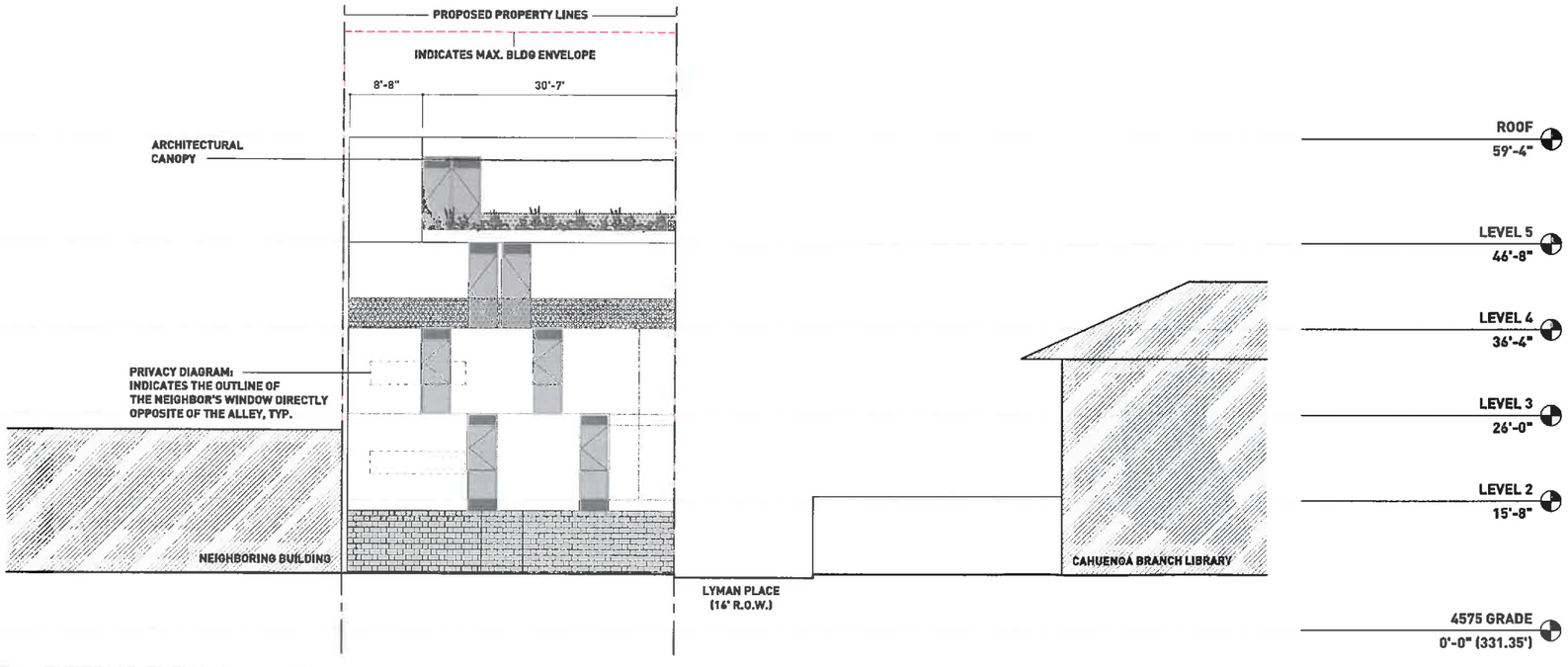
TRANSPARENT BUILDING ELEMENT DIAGRAM

A5.01.B



1 EXTERIOR ELEVATION - EAST

1/8" = 1'-0"



2 EXTERIOR ELEVATION - NORTH

1/8" = 1'-0"

NOT FOR CONSTRUCTION

These documents have been REVISED

Date... 5/23/19

4575
SANTA MONICA BLVD.
LOS ANGELES, CA

OWNER
4575 SANTA MONICA BLVD., LLC
4551 RUSSELL AVE.
LOS ANGELES, CA 90027
323-645-0450

ARCHITECT
IWAMOTOSCOTT ARCHITECTURE
128 TEXAS STREET
SAN FRANCISCO, CA 94107
415-643-7773

IWAMOTOSCOTT ARCHITECTURE

REV.	DESCRIPTION	DATE
	SD 50%	11/21/2017
	SD 100%	12/08/2017
1	SD 100% REV. 1	01/19/2018
	DD 25%	08/22/2018
2	DD 25% REV 1	11/27/2018
3	DD 25% REV 2	05/23/2019

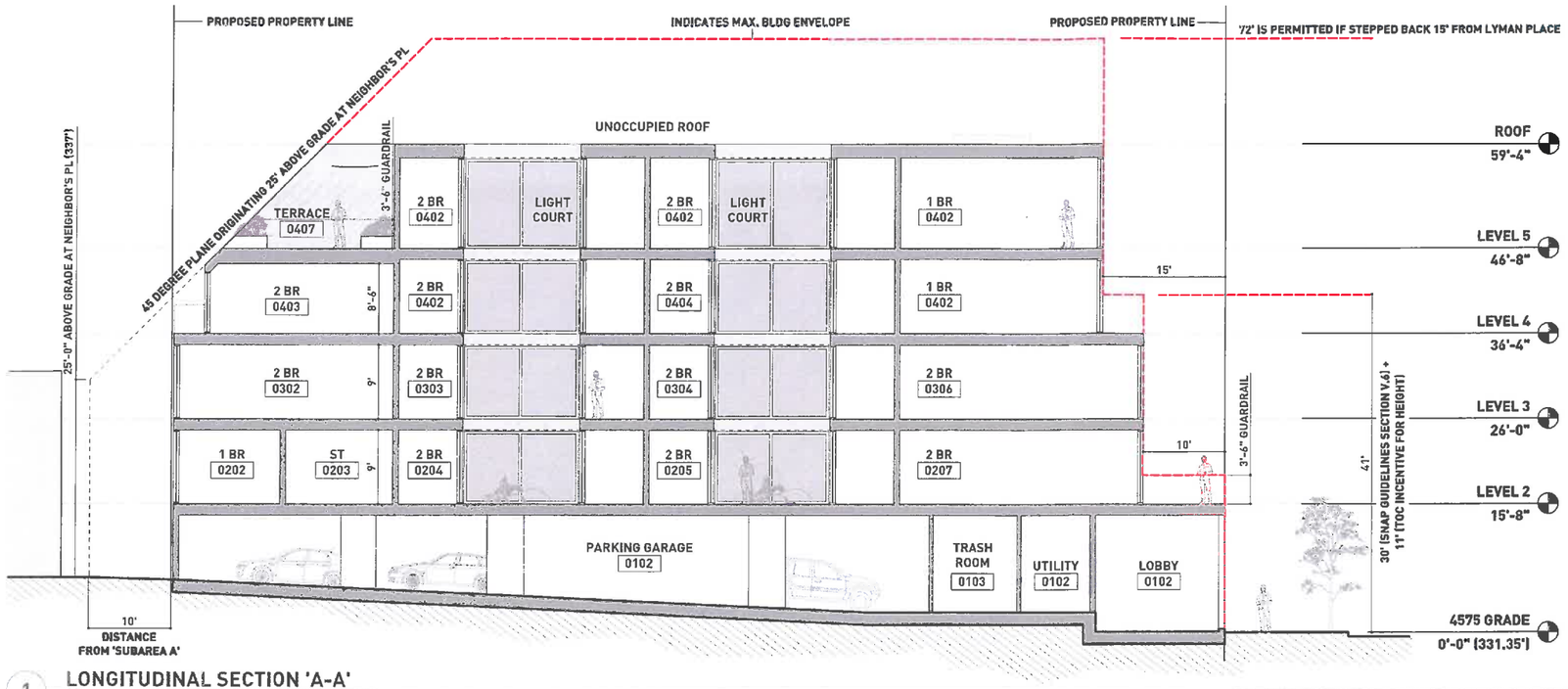
STAMP

EXHIBIT "A"
Page No. 13 of 15
Case No. DIR-2018-347-TOC-ITP-SPR

SCALE: 1/8" = 1'
DRAWN BY: MS, LC, CS
ISAR PROJECT NO: XXXXX

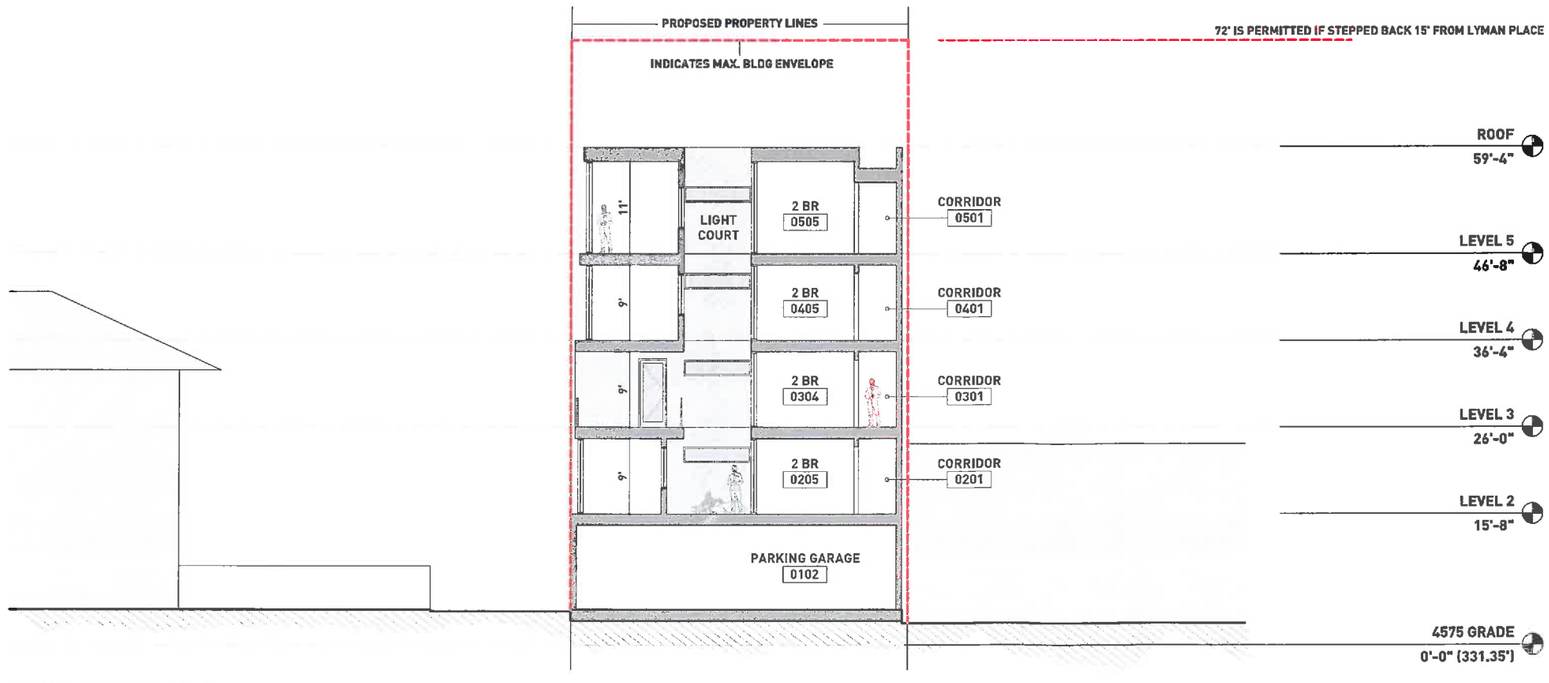
EXTERIOR ELEVATIONS

A5.02



1 LONGITUDINAL SECTION 'A-A'

1/8" = 1'-0"



2 CROSS SECTION 'B-B'

1/8" = 1'-0"

NOT FOR CONSTRUCTION

These documents have been REVISED Date 7/23/19

4575 SANTA MONICA BLVD.

LOS ANGELES, CA

OWNER
4575 SANTA MONICA BLVD., LLC
4551 RUSSELL AVE.
LOS ANGELES, CA 90027
323-645-0450

ARCHITECT
IWAMOTOSCOTT ARCHITECTURE
128 TEXAS STREET
SAN FRANCISCO, CA 94107
415-643-7773

IWAMOTOSCOTT ARCHITECTURE

REV.	DESCRIPTION	DATE
	SD 50%	11/21/2017
	SD 100%	12/08/2017
1	SD 100% REV. 1	01/19/2018
	DD 25%	08/22/2018
2	DD 25% REV 1	11/27/2018
3	DD 25% REV 2	05/23/2019

STAMP

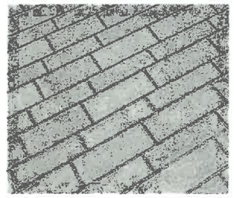
EXHIBIT "A"
Page No. 14 of 15
Case No. DIR-2018-347-TOC-SPR-WDI

SCALE: 1/8" = 1'
DRAWN BY: MS, LC, CS
ISAR PROJECT NO: XXXXX

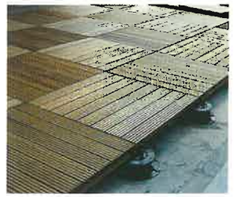
SECTIONS

A6.01

LANDSCAPE HARD ELEMENTS



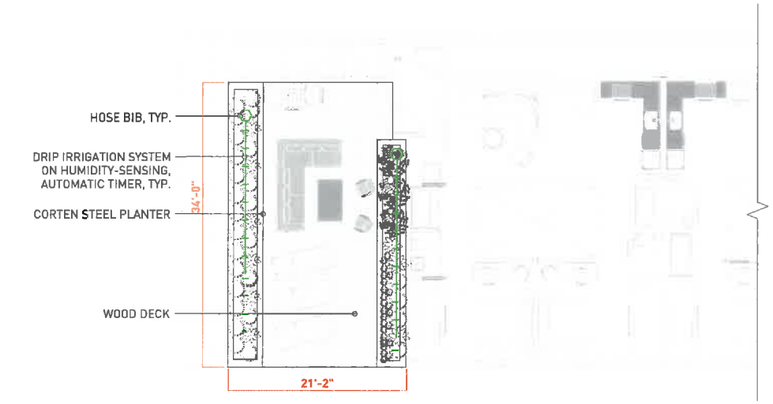
PERMEABLE PAVERS



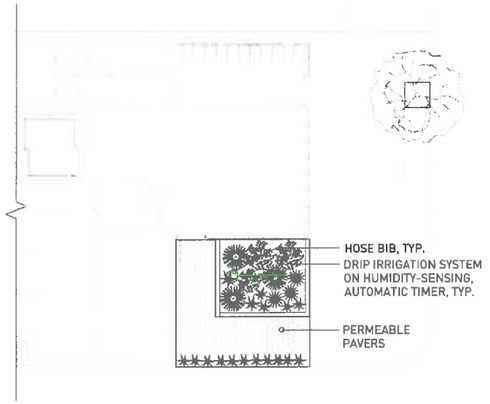
WOOD DECK

CORTEN STEEL PLANTERS

OUTDOOR FURNITURE



LEVEL 04



LEVEL 01

CONCEPTUAL PLANT PALETTE:

QTY.	SYMBOL	NAME
1		*CYRTOMIUM FALCATUM* HOLLY FERN
6		*CYRTOMIUM FALCATUM* HOLLY FERN
3		*FESTUCA MAIREI* ATLAS FESCUE
18		*CALAMAGROTIS ACUTIFLORA* FEATHER REED GRASS
7		*PHORMIUM 'AMAZING RED'* AMAZING RED NEW ZEALAND FLAX
3		*HESPERALOE PARVIFLORA* RED YUCCA
6		*CALANDRINIA SPECTABILIS* ROCK PURSLANE
19		BLUE FLAME AGAVE

PLANTS - GRASSES, SHRUBS, AND SUCCULENTS

CYRTOMIUM FALCATUM
HOLLY FERN

FESTUCA MAIREI
ATLAS FESCUE

CALAMAGROTIS ACUTIFLORA
'KARL FOERSTER'
FEATHER REED GRASS

AGAVE 'BLUE FLAME'
BLUE FLAME AGAVE

PHORMIUM 'AMAZING RED'
AMAZING RED NEW ZEALAND FLAX

HESPERALOE PARVIFLORA
RED YUCCA

CALANDRINIA SPECTABILIS
ROCK PURSLANE

1 **LANDSCAPE PLAN - LEVEL 01 / LEVEL 04**

1/8" = 1'-0"

4575
SANTA MONICA BLVD.
LOS ANGELES, CA

OWNER
4575 SANTA MONICA BLVD., LLC
4951 RUSSELL AVE.
LOS ANGELES, CA 90027
323-445-0650

ARCHITECT
IWAMOTOSCOTT ARCHITECTURE
128 TEXAS STREET
SAN FRANCISCO, CA 94107
415-641-7773

IWAMOTOSCOTT
ARCHITECTURE

REV.	DESCRIPTION	DATE
	SD SUB	11/27/2019
	SD SUB	12/06/2019
1	SD 100% REV 1	01/17/2020
	DD 25%	08/23/2019
1	DD 75% REV 1	11/27/2019

STAMP

EXHIBIT "A"
Page No. 13 of 13
Case No. DIR-2016-347-TDC-SPP-SPPA

SCALE: 1/8" = 1'
DRAWN BY: MS, LC, CS
ISAR PROJECT NO: XXXXX

N

LANDSCAPE PLAN
LEVEL 01 / LEVEL 04

L1.0

EXHIBIT E

Notice of Exemption (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-2018-347-TOC-SPP-SPPA

LEAD CITY AGENCY	CASE NUMBER
City of Los Angeles (Department of City Planning)	ENV-2018-348-CE
PROJECT TITLE	COUNCIL DISTRICT
4575 Santa Monica Boulevard	13

PROJECT LOCATION (Street Address and Cross Streets and/or Attached Map) ☐ Map attached.
4575 W Santa Monica Blvd (between Lyman Pl and Westmorland Ave)

PROJECT DESCRIPTION: ☐ Additional page(s) attached.
construction, use and maintenance of a five-story, 16-unit residential building measuring 59 feet, 4 inches in height

NAME OF APPLICANT / OWNER:
4575 Santa Monica Blvd, LLC

CONTACT PERSON (If different from Applicant/Owner above)	(AREA CODE) TELEPHONE NUMBER | EXT.
Greg Wittmann	814.323.3892

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

STATE CEQA STATUTE & 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

In-fill development meeting the conditions described in CEQA Guidelines 15332: (a) 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. (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses. (c) The project site has no value as habitat for endangered, rare or threatened species. (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality. (e) The site can be adequately served by all required utilities and public services

☒ 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	STAFF TITLE
Jason Hernández	City Planning Associate

ENTITLEMENTS APPROVED
Transit Oriented Communities, Project Permit Compliance Review, Project Permit Adjustment

FEE:	RECEIPT NO.	REC'D. BY (DCP DSC STAFF NAME)
$2,280 + surcharges	0202486343	Steven Wechsler

DISTRIBUTION: County Clerk, Agency Record
Rev. 3-27-2019

JUSTIFICATION FOR CATEGORICAL EXEMPTION CASE NO. ENV-2018-348-CE

On February 22, 2019, the Department of City Planning determined that the proposed project is exempt from Guidelines for the implementation of the California Environmental Quality Act of 1970 and the State CEQA Guidelines designate the subject Project as Categorically Exempt under Section 15332, Case No. ENV-2018-348-CE.

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

(a) 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;

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

(c) The project site has no value as habitat for endangered, rare or threatened species;

(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and

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

The proposed project is for the demolition of two auto repair buildings totaling 2,160 square feet, and the construction, use and maintenance of a five-story, 16-unit residential building measuring 59 feet, 4 inches in height. The project is setting aside 11 percent of the base nine (9) units for Extremely Low Income Households. The building will contain 13,882 square feet of floor area with a 2.61:1 FAR. The unit mix will be comprised of one (1) studio unit, three (3) one-bedroom units, and 12 two-bedroom units. There will be 10 automobile parking spaces, eight (8) bicycle parking spaces, and 1,425 square feet of open space.

The site is zoned C2-1D and has a General Plan Land Use Designation of Highway Oriented Commercial. As shown in the case file, the project is consistent with the applicable Hollywood Community Plan designation and policies and all applicable zoning designations and regulations

in conjunction with the TOC Affordable Housing Incentive Program. The subject site is wholly within the City of Los Angeles, on a site that is approximately 0.12 acres. The surrounding area is characterized by level topography and improved streets. Properties to the north are zoned RD1.5-1XL, located within Subarea A (Neighborhood Conservation) of the SNAP, and developed with one- to three-story single- and multi-family residential buildings. The property to the west, across Lyman Place, is zoned PF-1XL, located within Subarea E (Community Facilities) of the SNAP, and developed with the Cahuenga Branch Library which is designated as Historical-Cultural Monument #314. Properties to the east are zoned C2-1D, located within Subarea B of the SNAP, and currently developed with commercial uses. The property to the south, across Santa Monica Boulevard, is zoned [Q]PF-1XL, located within Subarea E of the SNAP, and developed with a City of Los Angeles Bureau of Street Lighting facility.

The site is previously disturbed and surrounded by development and therefore is not, and has no value as, a habitat for endangered, rare or threatened species. According to the letter prepared by a licensed landscape architect, dated May 15, 2018, there are no protected trees on the subject property and one (1) Ailanthus Altissima tree currently exists and will be removed. The project will be subject to Regulatory Compliance Measures (RCMs), which require compliance with the City of Los Angeles Noise Ordinance, pollutant discharge, dewatering, stormwater mitigations; and Best Management Practices for stormwater runoff. These RCMs will ensure the project will not have significant impacts on noise and water. Furthermore, the project does not exceed the threshold criteria established by LADOT for preparing a traffic study. Therefore, the project will not have any significant impacts to traffic. Interim thresholds were developed by DCP staff based on CalEEMod model runs relying on reasonable assumptions, consulting with AQMD staff, and surveying published air quality studies for which criteria air pollutants did not exceed the established SCAQMD construction and operational thresholds. The project site will be adequately served by all public utilities and services given that the construction of a multi-family residential building will be on a site which has been previously developed and is consistent with the General Plan. Therefore, the project meets all of the Criteria for the Class 32.

There are five (5) Exceptions which must be considered in order to find a project exempt under Class 32: (a) Cumulative Impacts; (b) Significant Effect; (c) Scenic Highways; (d) Hazardous Waste Sites; and (e) Historical Resources.

There is not a succession of known projects of the same type and in the same place as the subject project at the time of filing, January 1, 2018, which is the CEQA baseline. As mentioned, the project proposes a multi-family residential building containing 16 dwelling units in an area zoned and designated for such development, through the use a 70% density increase through use the TOC Affordable Housing Incentive Program in exchange for affordable housing. All surrounding lots are developed with commercial and single- and multi-family buildings. The project proposes a FAR of 2.61:1 in conjunction with the TOC Affordable Housing Incentive Program, which allows a maximum FAR increase of up to 45 percent, allowing a maximum FAR of 2.9:1 in lieu of the 2:1 FAR otherwise permitted by the SNAP Subarea B, for setting aside two (2) units for Extremely Low Income Households. The proposed building will be five stories in height in an area that is developed with apartment buildings and commercial buildings that range in height from one to three stories. In conjunction with the TOC Affordable Housing Incentive Program, the proposed building will not be unusual for the vicinity of the subject site, and will be similar in scope to other

residential buildings in the area that use the TOC Affordable Housing Incentive Program in exchange for affordable housing. Thus, there are no unusual circumstances which may lead to a significant effect on the environment. Additionally, the only State Scenic Highway within the City of Los Angeles is the Topanga Canyon State Scenic Highway, State Route 27, which travels through a portion of Topanga State Park. State Route 27 is located approximately 18 miles to the west of the subject property. Therefore, the subject site will not create any impacts within a designated 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. Moreover, due to the site containing two auto repair buildings, the project was required to prepare a Phase I Environmental Site Assessment (ESA). The applicant team submitted a Phase I and Phase II ESA, prepared by ENCON and dated December 14, 2016, which concluded that the subject site is a low risk site and no further subsurface investigations were necessary.

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 of 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. The property to the west, across Lyman Place, is developed with the Cahuenga Branch Library, which is designated as Historical-Cultural Monument #314, but the Department of City Planning, Office of Historic Resources confirmed the proposed project could not render the library ineligible for historic designation and no Historic Resource Assessment (HRA) or impacts assessment were required per an email dated April 2, 2018. Based on this, the project will not result in a substantial adverse change to the significance of a historic resource and this exception does not apply.

EXHIBIT F

Office of Historic Resource (OHR) email

Connect Create Collaborate

Jason Hernandez <jason.hernandez@lacity.org>

Fwd: 4575 Santa Monica

1 message

Nuri Cho <nuri.cho@lacity.org> Mon, May 6, 2019 at 9:56 AM
To: Jason Hernandez <jason.hernandez@lacity.org>

---------- Forwarded message ---------
From: **Lambert Giessinger** <lambert.giessinger@lacity.org>
Date: Mon, Apr 2, 2018 at 10:22 AM
Subject: Re: 4575 Santa Monica
To: Nuri Cho <nuri.cho@lacity.org>
Cc: Janet Hansen <janet.hansen@lacity.org>

No, an impacts assessment is not warranted since the project is on a different site and could not render the library ineligible for historic designation.

On Mon, Apr 2, 2018 at 9:32 AM, Nuri Cho <nuri.cho@lacity.org> wrote:

> Hi Lambert,
>
> It's in the Vermont/Western SNAP Specific Plan area, but not in any other CDO or design overlays. The SNAP does not require review for compatibility, but I thought I'd just check with you to see if a Phase I is warranted.
>
> On Mon, Apr 2, 2018 at 9:24 AM, Lambert Giessinger <lambert.giessinger@lacity.org> wrote:
>
> > Hi Nuri,
> >
> > Is there a CDO or other design overlay that would require review for compatibility? If not, it will be difficult to analyze a CEQA/historical impact since the project is on a different property than the library.
> >
> > Lambert
> >
> > On Thu, Mar 29, 2018 at 3:21 PM, Nuri Cho <nuri.cho@lacity.org> wrote:
> >
> > > Hi Lambert and Janet,
> > >
> > > I have a project located at 4575 Santa Monica, proposing a 12-unit apartment building. This site is located across the street from the Cahuenga Branch Library that is listed in the National and California Registers and designated as an HCM.
> > >
> > > Attached are renderings of the proposed building. Do you think a Phase I Report analyzing the project's potential impacts to the Library is warranted?
> > >
> > > --
> > >
> > > **Nuri Cho**
> > > **Central Project Planning Division**
> > > **Department of City Planning**
> > > 200 N. Spring St., Room 621
> > > Los Angeles, CA. 90012
> > > **T:** (213) 978-1177
> >
> > --

Lambert Giessinger, Architect
Department of City Planning
T: (213) 978-1183 | preservation.lacity.org
200 N. Spring St., Room 559
Los Angeles, CA. 90012

--

Nuri Cho
Central Project Planning Division
Department of City Planning
200 N. Spring St., Room 621
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--

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4575 SANTA MONICA BOULEVARD PROJECT

Air Quality Technical Report

Prepared by DKA Planning
20445 Prospect Road, Suite C
San Jose, CA 95129
September 2019

Air Quality Analysis

1. Introduction

This report analyzes the air emissions generated by construction and operation of the Proposed Project at 4575 Santa Monica Boulevard. The analysis also evaluates the consistency of the Project with the air quality policies set forth within the South Coast Air Quality Management District's (SCAQMD) Air Quality Management Plan (AQMP) and the City of Los Angeles (City) General Plan. The analysis of Project-generated air emissions focuses on whether the Project would cause an exceedance of an ambient air quality standard or SCAQMD significance threshold. Calculation worksheets, assumptions, and model outputs used in the analysis are included in the attached Appendix.

2. Environmental Setting

a) Regulatory Framework

(1) Federal

(a) Clean Air Act

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

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

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

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

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

Pollutant	Averaging Period	California		Federal	
		Standards	Attainment Status	Standards	Attainment Status
Ozone (O_3)	1-hour	0.09 ppm (180 µg/m^3)	Non-attainment	--	--
	8-hour	0.070 ppm (137 µg/m^3)	N/A[1]	0.070 ppm (137 µg/m^3)	Non-attainment
Respirable Particulate Matter (PM_{10})	24-hour	50 µg/m^3	Non-attainment	150 µg/m^3	Maintenance
	Annual Arithmetic Mean	20 µg/m^3	Non-attainment	--	--
Fine Particulate Matter ($PM_{2.5}$)	24-hour	--	--	35 µg/m^3	Non-attainment
	Annual Arithmetic Mean	12 µg/m^3	Non-attainment	12 µg/m^3	Non-attainment
Carbon Monoxide (CO)	1-hour	20 ppm (23 mg/m^3)	Attainment	35 ppm (40 mg/m^3)	Maintenance
	8-hour	9.0 ppm (10 mg/m^3)	Attainment	9 ppm (10 mg/m^3)	Maintenance
Nitrogen Dioxide (NO_2)	1-hour	0.18 ppm (338 µg/m^3)	Attainment	100 ppb (188 µg/m^3)	Maintenance
	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)	Attainment	53 ppb (100 µg/m^3)	Maintenance
Sulfur Dioxide (SO_2)	1-hour	0.25 ppm (655 µg/m^3)	Attainment	75 ppb (196 µg/m^3)	Attainment
	24-hour	0.04 ppm (105 µg/m^3)	Attainment	--	--
Lead (Pb)	30-day average	1.5 µg/m^3	Attainment	--	--
	Calendar Quarter	--	--	0.15 µg/m^3	Non-attainment
Visibility Reducing Particles	8-hour	Extinction of 0.07 per kilometer	N/A	No Federal Standards	
Sulfates (SO_4)	24-hour	25 µg/m^3	Attainment	No Federal Standards	
Hydrogen Sulfide (H_2S)	1-hour	0.03 ppm (42 µg/m^3)	Unclassified	No Federal Standards	
Vinyl Chloride	24-hour	0.01 ppm (26 µg/m^3)	N/A	No Federal Standards	

[1]N/A = not available
Source: CARB, Ambient Air Quality Standards, and attainment status, 2019 (www.arb.ca.gov/desig/adm/adm.htm).

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

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

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

(2) State

(a) California Clean Air Act

In addition to being subject to the requirements of CAA, air quality in California is also governed by more stringent regulations under the California Clean Air Act (CCAA). In California, CCAA is administered by CARB at the state level and by the air quality management districts and air pollution control districts at the regional and local levels. CARB, which became part of the California Environmental Protection Agency in 1991, is responsible for meeting the state requirements of the CAA, administering the CCAA, and establishing the California Ambient Air Quality Standards (CAAQS). The CCAA, as amended in 1992, requires all air districts in the State to endeavor to achieve and maintain the CAAQS. CAAQS are generally more stringent than the corresponding federal standards and incorporate additional standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles.

CARB regulates mobile air pollution sources, such as motor vehicles. CARB is responsible for setting emission standards for vehicles sold in California and for other emission sources, such as

consumer products and certain off-road equipment. CARB established passenger vehicle fuel specifications in March 1996. CARB oversees the functions of local air pollution control districts and air quality management districts, which, in turn, administer air quality activities at the regional and county levels. The State standards are summarized in **Table 1**.

The CCAA requires CARB to designate areas within California as either attainment or nonattainment for each criteria pollutant based on whether the CAAQS thresholds have been achieved. Under the CCAA, areas are designated as nonattainment for a pollutant if air quality data shows that a state standard for the pollutant was violated at least once during the previous three calendar years. Exceedances that are affected by highly irregular or infrequent events are not considered violations of a state standard and are not used as a basis for designating areas as nonattainment. Under the CCAA, the non-desert Los Angeles County portion of the Basin is designated as a nonattainment area for O_3, PM_{10}, and $PM_{2.5}$.

(b) Toxic Air Contaminant Identification and Control Act

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

The Toxic Air Contaminant Identification and Control Act also requires CARB to use available information gathered from the Air Toxics "Hot Spots" Information and Assessment Act program to include in the prioritization of compounds. CARB identified particulate emissions from diesel-fueled engines (diesel PM) TACs in August 1998. Following the identification process, CARB was required by law to determine if there is a need for further control, which led to the risk management phase of the program.

For the risk management phase, CARB formed the Diesel Advisory Committee to assist in the development of a risk management guidance document and a risk reduction plan. With the assistance of the Diesel Advisory Committee and its subcommittees, CARB developed the Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles and the Risk Management Guidance for the Permitting of New Stationary Diesel-Fueled Engines. The Board approved these documents on September 28, 2000, paving the way for the next step in the regulatory process: the control measure phase. During the control measure phase, specific Statewide regulations designed to further reduce diesel particulate matter (PM) emissions from diesel-fueled engines and vehicles have and continue to be evaluated and developed. The goal of each regulation is to make diesel engines as clean as possible by establishing state-of-the-art technology requirements or emission standards to reduce diesel PM emissions. Breathing Hydrogen Sulfide (H_2S) at levels above the state standard could result in exposure to a disagreeable rotten eggs odor. The State does not regulate other odors.

(c) California Air Toxics Program

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

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

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

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

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

---

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

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

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

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

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

(f) California Code of Regulations

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

(3) Regional

(a) South Coast Air Quality Management District

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

Programs that were developed by SCAQMD to attain and maintain the CAAQS and NAAQS include air quality rules and regulations that regulate stationary sources, area sources, point sources, and certain mobile source emissions. SCAQMD is also responsible for establishing stationary source permitting requirements and for ensuring that new, modified, or relocated stationary sources do not create net emission increases. All projects in the SCAQMD jurisdiction are subject to SCAQMD rules and regulations, including, but not limited to the following:

- Rule 401 Visible Emissions – This rule prohibits an air discharge that results in a plume that is as dark or darker than what is designated as No. 1 Ringelmann Chart by the United States Bureau of Mines for an aggregate of three minutes in any one hour.

- Rule 402 Nuisance – This rule prohibits the discharge of "such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of people or the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property."

- Rule 403 Fugitive Dust – This rule requires that future projects reduce the amount of particulate matter entrained in the ambient air as a result of fugitive dust sources by requiring actions to prevent, reduce, or mitigate fugitive dust emissions from any active operation, open storage pile, or disturbed surface area.

(b) Air Quality Management Plan

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

(c) Multiple Air Toxics Exposure Study IV

To date, the most comprehensive study on air toxics in the Basin is the Multiple Air Toxics Exposure Study IV (MATES-IV).[4] The monitoring program measured more than 30 air pollutants, including both gases and particulates. The monitoring study was accompanied by a computer modeling study in which the SCAQMD estimated the risk of cancer from breathing toxic air pollution throughout the region based on emissions and weather data. MATES-IV found that the cancer risk in the region from carcinogenic air pollutants ranges from about 320 to 480 in a million, though OEHHA methodologies place average basinwide risk at approximately 897 in a million. About 90 percent of the risk is attributed to emissions associated with mobile sources, with the remainder attributed to toxics emitted from stationary sources, which include large industrial

[4] The SCAQMD is updating the monitoring, modeling, and analysis. The final MATES-V study is due in Fall 2019.

operations, such as refineries and metal processing facilities, as well as smaller businesses such as gas stations and chrome plating. The results indicate that diesel PM is the major contributor to air toxics risk, accounting on average for about 68 percent of the total risk.

(d) Southern California Association of Governments (SCAG)

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

SCAG adopted the 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS0 on April 7, 2016.[5,6] The 2016–2040 RTP/SCS reaffirms the land use policies that were incorporated into SCAG's prior 2012–2035 RTP/SCS. These foundational policies, which guided the development of the plan's land use strategies, include the following:

- Identify regional strategic areas for infill and investment;
- Structure the plan on a three-tiered system of centers development;
- Develop "Complete Communities";
- Develop nodes on a corridor;
- Plan for additional housing and jobs near transit;
- Plan for changing demand in types of housing;
- Continue to protect stable, existing single-family areas;
- Ensure adequate access to open space and preservation of habitat; and
- Incorporate local input and feedback on future growth.

The 2016–2040 RTP/SCS recognizes that transportation investments and future land use patterns are inextricably linked, and continued recognition of this close relationship will help the

5 SCAG, Final 2016–2040 RTP/SCS.

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

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

The 2016–2040 RTP/SCS states that the SCAG region was home to about 18.3 million people in 2012 and included approximately 5.9 million homes and 7.4 million jobs.[7] By 2040, the integrated growth forecast projects these figures will increase by 3.8 million people, with nearly 1.5 million more homes and 2.4 million more jobs. High Quality Transit Areas (HQTAs) will account for 3 percent of the region's total land but are projected to accommodate 46 percent and 55 percent of future household and employment growth respectively between 2012 and 2040.[8] The 2016–2040 RTP/SCS overall land use pattern reinforces the trend of focusing new housing and employment in the region's HQTAs.

HQTAs are a cornerstone of land use planning best practice in the SCAG region because they concentrate roadway repair investments, leverage transit and active transportation investments, reduce regional life cycle infrastructure costs, improve accessibility, create local jobs, and have the potential to improve public health and housing affordability. As discussed further below, the Project Site is located in the Hollywood Community Plan Area, in the Los Angeles Mid-City-West Side Communities HQTA. [9]

(4) Local

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

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

The Air Quality Element includes six key goals:

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

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

9 Southern California Association of Governments, Sustainability Program homepage, accessed September 3, 2019 http://sustain.scag.ca.gov/Documents/HQTA/Maps/LA_MidCityWestsidescagHQTAeligible.pdf

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

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

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

Goal 4: Minimize impacts of existing land use patterns and future land use development on air quality by addressing the relationship between land use, transportation, and air quality.

Goal 5: Energy efficiency through land use and transportation planning, the use of renewable resources and less-polluting fuels and the implementation of conservation measures including passive measures such as site orientation and tree planting.

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

(b) Clean Up Green Up Ordinance

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

(c) California Environmental Quality Act

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

(d) Land Use Compatibility

In November 2012, the Los Angeles City Planning Commission (CPC) issued an advisory notice (Zoning Information 2427) regarding the siting of sensitive land uses within 1,000 feet of freeways. The CPC deemed 1,000 feet to be a conservative distance to evaluate projects that house populations considered to be more at-risk from the negative effects of air pollution caused by freeway proximity. The CPC advised that applicants of projects requiring discretionary approval, located within 1,000 feet of a freeway and contemplating residential units and other sensitive uses

(e.g., hospitals, schools, retirement homes) perform a Health Risk Assessment (HRA). The Project Site is about 3,900 feet northeast of the mainline of the westbound Hollywood Freeway (US-101).

On April 12, 2018, the City updated its guidance on siting land uses near freeways, resulting in an updated Advisory Notice effective September 17, 2018 requiring all proposed projects within 1,000 feet of a freeway adhere to the Citywide Design Guidelines, including those that address freeway proximity. It also recommended that projects consider avoiding location of sensitive uses like schools, day care facilities, and senior care centers in such projects, locate open space areas as far from the freeway, locate non-habitable uses (e.g., parking structures) nearest the freeway, and screen project sites with substantial vegetation and/or a wall barrier. Requirements for preparing HRAs were removed.

b) Existing Conditions

(1) Pollutants and Effects

(a) State and Federal Criteria Pollutants

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

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

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

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

respiratory ailments. Long-term exposure may lead to scarring of lung tissue and may lower lung efficiency.

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

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

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

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

(b) State-only Criteria Pollutants

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

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

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

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

(2) Toxic Air Contaminants

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

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

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

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

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

(3) Volatile Organic Compounds

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

(4) Project Site

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

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

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

Basin is primarily influenced by a wide range of emissions sources, such as dense population centers, heavy vehicular traffic, industry, and meteorology.

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

(a) Air Pollution Climatology[14]

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

(b) Air Monitoring Data

The SCAQMD monitors air quality conditions at 38 source receptor areas (SRA) throughout the Basin. The Project Site is located in SCAQMD's Central Los Angeles receptor area. Historical data from the area was used to characterize existing conditions in the vicinity of the Project area. **Table 2** shows pollutant levels, State and Federal standards, and the number of exceedances recorded in the area from 2016 through 2018. The one-hour State standard for O_3 was exceeded ten times during this three-year period, the daily State standard for PM_{10} was exceeded 90 times while the daily federal standard for $PM_{2.5}$ was exceeded ten times. CO and NO_2 levels did not exceed the CAAQS from 201 through 2018 for 1-hour (and 8-hour for CO).

Table 2
Ambient Air Quality Data

Pollutants and State and Federal Standards	Maximum Concentrations and Frequencies of Exceedance Standards		
	2016	2017	2018
Ozone (O_3)			
Maximum 1-hour Concentration (ppm)	0.103	0.116	0.098
Days > 0.09 ppm (State 1-hour standard)	2	6	2
Days > 0.070 ppm (Federal 8-hour standard)	4	14	4
Carbon Dioxide (CO_2)			
Maximum 1-hour Concentration (ppm)	1.9	1.9	2.0
Days > 20 ppm (State 1-hour standard)	0	0	0
Maximum 8-hour Concentration (ppm)	1.4	1.6	1.7
Days > 9.0 ppm (State 8-hour standard)	0	0	0
Nitrogen Dioxide (NO_2)			

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

Maximum 1-hour Concentration (ppm)	0.0647	0.0647	0.0701
Days > 0.18 ppm (State 1-hour standard)	0	0	0
PM_{10}			
Maximum 24-hour Concentration (µg/m^3)	67	96	81
Days > 50 µg/m^3 (State 24-hour standard)	18	41	31
$PM_{2.5}$			
Maximum 24-hour Concentration (µg/m^3)	44.4	49.2	43.8
Days > 35 µg/m^3 (Federal 24-hour standard)	2	5	3
Sulfer Dioxide (SO_2)			
Maximum 24-hour Concentration (ppb)	13.4	3.4	17.9
Days > 0.04 ppm (State 24-hour standard)	0	0	0
ppm = parts by volume per million of air. µg/m^3 = micrograms per cubic meter. N/A = not available at this monitoring station. Source: SCAQMD annual monitoring data (http://www.aqmd.gov/home/air-quality/air-quality-data-studies/historical-data-by-year) accessed September 1, 2019.			

(c) Existing Health Risk in the Surrounding Area

Based on the MATES-IV model, the calculated cancer risk in the Project area is approximately 1,338 in a million.[15] The cancer risk in this area is predominately related to nearby sources of diesel particulate matter (e.g., diesel trucks on the Hollywood Freeway). In general, the risk at the Project Site is higher than the average across the South Coast Air Basin.

The Office of Environmental Health Hazard Assessment, on behalf of CalEPA, provides a screening tool called CalEnviroScreen that can be used to help identify California communities disproportionately burdened by multiple sources of pollution. According to CalEnviroScreen, the Project site is located in the 80-85th percentile, which means the Project site is about average in comparison to other communities within California.[16]

(d) Sensitive Receptors

Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. CARB has identified the following groups who are most likely to be affected by air pollution: children less than 14 years of age, the elderly over 65 years of age, athletes, and people with cardiovascular and chronic respiratory diseases. According to the SCAQMD, sensitive receptors include residences, schools, playgrounds, child

[15] SCAQMD, Multiple Air Toxics Exposure Study in the South Coast Air Basin (MATES-IV), Interactive Carcinogenicity Map, 2015, https://scaqmd-online.maps.arcgis.com/apps/webappviewer/index.html?id=470c30bc6daf4ef6a43f0082973ff45f, accessed September 2, 2019.

[16] Office of Environmental Health Hazard Assessment, CalEnviroScreen 3.0 MAP, https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-30, accessed September 1, 2019.

care centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes.

The Project Site is located in the Hollywood Community Plan area of Los Angeles, a mixed neighborhood with multi-family residences and commercial and retail uses. As a result, representative sensitive receptors within 1,000 feet of the Project Site include but are not limited to the following:

- Multi-family residences, 1119 Lyman Place; 20 feet north of the Project site.
- Multi-family residences, 1107 Madison Avenue; 230 feet west of the Project site.
- Lexington Avenue Primary Center School, 4564 West Lexington Avenue; 380 feet north of the Project site.
- Lockwood Avenue Elementary School, 4345 Lockwood Avenue; 500 feet south of the Project site.
- Virgil Rehabilitation and Skilled Nursing Center, 975 North Virgil Avenue; 530 feet south of the Project site.

(e) Existing Project Site Emissions

The Project Site is currently occupied by two buildings totaling 2,160 square feet of auto body uses. As shown in **Table 3,** the majority of air quality emissions are generated by the 51 daily vehicle trips to and from the existing auto body facility.[17]

Table 3
Estimated Daily Operations Emissions

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

3. Project Impacts

a) Methodology

The air quality analysis conducted for the Project is consistent with the methods described in the SCAQMD CEQA Air Quality Handbook (1993 edition), as well as the updates to the CEQA Air

[17] DKA Planning based on CalEEMod 2016.3.2 model runs, September 2019.

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

(1) Construction

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

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

Localized impacts were analyzed in accordance with the SCAQMD Localized Significance Threshold (LST) methodology.[18] The localized effects from on-site portion of daily emissions were evaluated at sensitive receptor locations potentially impacted by the Project according to the SCAQMD's localized significance thresholds (LST) methodology, which uses on-site mass emission look-up tables and Project-specific modeling, where appropriate.[19] SCAQMD provides LSTs applicable to the following criteria pollutants: NO_X, CO, PM_{10}, and $PM_{2.5}$. SCAQMD does not provide an LST for SO_2 since land use development projects typically result in negligible construction and long-term operation emissions of this pollutant. Since VOCs are not a criteria pollutant, there is no ambient standard or SCAQMD LST for VOCs. Due to the role VOCs play in O_3 formation, it is classified as a precursor pollutant, and only a regional emissions threshold has been established.

LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard and are developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor. The mass rate look-up tables were developed for each source receptor area and can be used to determine whether or not a project

[18] SCAQMD, Final Localized Significance Methodology, revised July 2008.
[19] SCAQMD, LST Methodology Appendix C-Mass Rate LST Look-Up Table, October 2009.

may generate significant adverse localized air quality impacts. SCAQMD provides LST mass rate look-up tables for projects with active construction areas that are less than or equal to five acres. If the project exceeds the LST look-up values, then the SCAQMD recommends that project-specific air quality modeling must be performed. Please refer to **Threshold b** below, for the analysis of localized impacts from on-site construction activities. In accordance with SCAQMD guidance, maximum daily emissions of NO_X, CO, PM_{10}, and $PM_{2.5}$ from on-site sources during each construction activity were compared to LST values for a one-acre site having sensitive receptors within 25 meters (82 feet).[20]

The Basin is divided into 38 SRAs, each with its own set of maximum allowable LST values for on-site emissions sources during construction and operations based on locally monitored air quality. The Project Site is located in the Central LA SRA. Maximum on-site emissions resulting from construction activities were quantified and assessed against the applicable LST values for this SRA.

The significance criteria and analysis methodologies in the SCAQMD's CEQA Air Quality Handbook were used in evaluating impacts in the context of the CEQA significance criteria listed below. The SCAQMD LSTs for NO_2, CO, and PM_{10} were initially published in June 2003 and revised in July 2008.[21] The LSTs for $PM_{2.5}$ were established in October 2006.[22] Updated LSTs were published on the SCAQMD website on October 21, 2009.[23] **Table 4** presents the significance criteria for both construction and operational emissions.

Table 4
SCAQMD Construction Emissions Thresholds

Criteria Pollutant	Construction Emissions		Operation Emissions
	Regional	Localized /a/	
Volatile Organic Compounds (VOC)	75	--	55
Nitrogen Oxides (NO_X)	100	74	55
Carbon Monoxide (CO)	550	680	550
Sulfur Oxides (SO_X)	150	--	150
Respirable Particulates (PM_{10})	150	5	150
Fine Particulates ($PM_{2.5}$)	55	3	55

In pounds per day for the Central LA SRA
/a/ Localized significance thresholds assumed a 1-acre and 25-meter (82-foot) receptor distance, which are the smallest Project Site and shortest distance used for analysis in the LST guidance document. The SCAQMD has not developed LST values for VOC or SO_X.
Source: SCAQMD

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

(2) Operations

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

Similar to construction, SCAQMD's CalEEMod software was used for the evaluation of Project emissions during operation. CalEEMod was used to calculate on-road fugitive dust, architectural coatings, landscape equipment, energy use, mobile source, and stationary source emissions. To determine if a significant air quality impact would occur, the net increase in regional and local operational emissions generated by the Project was compared against the SCAQMD's significance thresholds.[24]

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

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

b) Thresholds of Significance

(1) State CEQA Guidelines Appendix G

Appendix G of the State CEQA Guidelines provides a set of screening questions that are intended to assist lead agencies when assessing a project's potential impacts with regards to air quality. The City has adopted these standards as the applicable thresholds of significance for the Project. These questions ask whether the Project would:

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

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

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

c) Expose sensitive receptors to substantial pollutant concentrations; or

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

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

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

(a) Construction

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

(i) Combustion Emissions from Construction Equipment

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

(ii) Fugitive Dust—Grading, Excavation and Hauling

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

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

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

(iv) Other Mobile Source Emissions

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

In addition, the following criteria set forth in the SCAQMD's *CEQA Air Quality Handbook* serve as quantitative air quality standards to be used to evaluate project impacts under the Appendix G Thresholds. Under these thresholds, a significant threshold would occur when:[25]

- Regional emissions from both direct and indirect sources would exceed any of the following SCAQMD prescribed threshold levels: (1) 100 pounds per day for NO_X; (2) 75 pounds a day for VOC; (3) 150 pounds per day for PM_{10} or SO_X; (4) 55 pounds per day for $PM_{2.5}$; and (5) 550 pounds per day for CO.
- Maximum on-site daily localized emissions exceed the LST, resulting in predicted ambient concentrations in the vicinity of the Project Site greater than the most stringent ambient air quality standards for CO (20 ppm [23,000 µg/m^3] over a 1-hour period or 9.0 ppm [10,350 µg/m^3] averaged over an 8-hour period) and NO_2 (0.18 ppm [339 µg/m^3] over a 1-hour period, 0.1 ppm [188 µg/m^3] over a three-year average of the 98th percentile of the daily maximum 1-hour average, or 0.03 ppm [57 µg/m^3] averaged over an annual period).
- Maximum on-site localized PM_{10} or $PM_{2.5}$ emissions during construction exceed the applicable LSTs, resulting in predicted ambient concentrations in the vicinity of the Project Site to exceed the incremental 24-hour threshold of 10.4 µg/m^3 or 1.0 µg/m^3 PM_{10} averaged over an annual period.

(b) Operation

The Thresholds Guide bases the determination of significance of operational air quality impacts on criteria set forth in the SCAQMD's *CEQA Air Quality Handbook*.[26] However, as discussed above, the City has chosen to use Appendix G as the thresholds of significance for this analysis. Accordingly, the following serve as quantitative air quality standards to be used to evaluate project impacts under the Appendix G thresholds. Under these thresholds, a significant threshold would occur when:

[25] SCAQMD, SCAQMD Air Quality Significance Thresholds, revised March 2015.
[26] SCAQMD, SCAQMD Air Quality Significance Thresholds, revised March 2015.

- Operational emissions exceed 10 tons per year of volatile organic gases or any of the following SCAQMD prescribed threshold levels: (1) 55 pounds a day for VOC;[27] (2) 55 pounds per day for NO_X; (3) 550 pounds per day for CO; (4) 150 pounds per day for SO_X; (5) 150 pounds per day for PM_{10}; and (6) 55 pounds per day for $PM_{2.5}$.[28,29]

- Maximum on-site daily localized emissions exceed the LST, resulting in predicted ambient concentrations in the vicinity of the Project Site greater than the most stringent ambient air quality standards for CO (20 parts per million (ppm) over a 1-hour period or 9.0 ppm averaged over an 8-hour period) and NO_2 (0.18 ppm over a 1-hour period, 0.1 ppm over a 3-year average of the 98th percentile of the daily maximum 1-hour average, or 0.03 ppm averaged over an annual period).[30]

- Maximum on-site localized operational PM_{10} and $PM_{2.5}$ emissions exceed the incremental 24-hour threshold of 2.5 µg/m^3 or 1.0 µg/m^3 PM_{10} averaged over an annual period.[31]

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

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

(c) Toxic Air Contaminants

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

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

In assessing impacts related to TACs in this section, the City will use Appendix G as the thresholds of significance. The criteria identified above from the Thresholds Guide will be used where applicable and relevant to assist in analyzing the Appendix G thresholds. In addition, the following criteria set forth in the SCAQMD's *CEQA Air Quality Handbook* serve as quantitative air quality standards to be used to evaluate project impacts under Appendix G thresholds. Under these thresholds, a significant threshold would occur when:[32]

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

[28] City of Los Angeles, L.A. CEQA Thresholds Guide, 2006, p. B.2-5.

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

[30] SCAQMD, Final Localized Significance Threshold Methodology, revised July 2008.

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

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

- The Project results in the exposure of sensitive receptors to carcinogenic or toxic air contaminants that exceed the maximum incremental cancer risk of 10 in one million or an acute or chronic hazard index of 1.0.[33] For projects with a maximum incremental cancer risk between 1 in one million and 10 in one million, a project would result in a significant impact if the cancer burden exceeds 0.5 excess cancer cases.

(d) Consistency with Applicable Air Quality Plans

CEQA Guidelines Section 15125 requires an analysis of project consistency with applicable governmental plans and policies. This analysis is conducted to assess potential project impacts against Threshold (a) from the Appendix G thresholds. In accordance with the SCAQMD's *CEQA Air Quality Handbook*, the following criteria shall be used to evaluate a project's consistency with SCAQMD and SCAG regional plans and policies, including the AQMP, consistent with the Appendix G thresholds:[34]

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

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

c) Project Design Features

The Project would comply with the 2017 Los Angeles Green Building Code (LAGBC),[35] which builds upon and sets higher standards than those in the 2016 California Green Building Standards

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

[34] SCAQMD, CEQA Air Quality Handbook, April 1993, p. 12-3.

[35] LA Department of Building and Safety: http://ladbs.org/forms-publications/forms/green-building

Code (CalGreen, effective January 1, 2017).[36]

Further energy efficiency and sustainability features would include native plants and drip/subsurface irrigation systems, individual metering or sub metering for water use, leak detection systems, and provisions for electric vehicle charging.

The Project's infill location would promote the concentration of development in an urban location with extensive infrastructure and access to public transit facilities. The Project's proximity to public transportation in the Hollywood Community Plan neighborhood would reduce vehicle miles traveled for residents. Services include Metro local bus service (i.e., Route 4 on Santa Monica Boulevard), and Metro Rail Red Line station at the corner of Santa Monica Boulevard and Vermont Avenue 1,000 feet west of the Project Site. The Project would also promote bicycle transportation by providing ten bicycle parking spaces, pursuant to LAMC section 12.21 A.4.

d) Analysis of Project Impacts

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

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

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

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

[36] California Building Codes: http://www.bsc.ca.gov/Codes.aspx

- To what extent is Project development consistent with the AQMP land use policies?

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

Particulate matter is the primary pollutant of concern during construction activities, and, therefore, the Project's PM_{10} and $PM_{2.5}$ emissions during construction were analyzed in order to: (1) ascertain potential effects on localized concentrations; and (2) determine if there is a potential for such emissions to cause or affect a violation of the ambient air quality standards for PM_{10} and $PM_{2.5}$. As demonstrated in the analysis below (see **Table 7** later in this section), the increases in PM_{10} and $PM_{2.5}$ emissions during construction would not exceed the SCAQMD-recommended significance thresholds at sensitive receptors in proximity to the Project Site.

Additionally, the Project's maximum potential NO_X and CO daily emissions during construction were analyzed to ascertain potential effects on localized concentrations and to determine if there is a potential for such emissions to cause or affect a violation of an applicable ambient air quality standard. As shown in **Table 7,** NO_X and CO would not exceed the SCAQMD-recommended localized significance thresholds. Therefore, Project construction would not result in a significant impact with regard to localized air quality.

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

As discussed below, an analysis of potential localized operational impacts from on-site activities was conducted. As demonstrated in the analysis below (see **Table 8** later in this section), localized NO_2 as NO_X, CO, PM_{10}, and $PM_{2.5}$ operational impacts would be less than significant. Therefore, the Project would not increase the frequency or severity of an existing violation or cause or contribute to new violations for these pollutants. As the Project would not exceed any of the state and federal standards, the Project would also not delay timely attainment of air quality standards or interim emission reductions specified in the AQMP.

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

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

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

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

The 2016–2040 RTP/SCS provides socioeconomic forecast projections of regional population growth. The population, housing, and employment forecasts, which are adopted by SCAG's Regional Council, are based on local plans and policies applicable to the specific area; these are used by SCAG in all phases of implementation and review. According to the California Department of Finance, the population for the City of Los Angeles in 2017 was approximately 4,041,707 persons. In 2040, the City of Los Angeles is anticipated to have a population of approximately 4,609,400 persons. Based on a household size factor of 2.43 persons per household in the City in 2017, the Project is estimated to generate a residential population of 39 persons at full buildout, which would represent approximately 0.007 percent of the population growth forecasted by SCAG in the City of Los Angeles between 2017 and 2040.

Because the Project's resulting residential growth would fall well within the growth forecasts for the City and similar projections form the basis of the 2016 AQMP, it can be concluded that the Project would be consistent with the projections in the AQMP.

- Does the project implement feasible air quality mitigation measures?

As discussed below under Thresholds (b), (c), and (d), the Project would not result in any significant air quality impacts and therefore would not require mitigation. In addition, the Project would comply with all applicable regulatory standards as required by SCAQMD. Furthermore, with compliance with the regulatory requirements identified above, no significant air quality impacts would occur. As such, the proposed Project meets this AQMP consistency criterion.

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

With regard to land use developments such as the Project, the AQMP's air quality policies focus on the reduction of vehicle trips and vehicle miles traveled (VMT). The Project would serve to implement a number of land use policies of the City of Los Angeles, SCAQMD, and SCAG. The Project would be designed and constructed to support and promote environmental sustainability. The Project represents an infill development within an existing urbanized area that would concentrate more housing within an HQTA. "Green" principles are incorporated throughout the Project to comply with the City of Los Angeles Green Building Code and the California Green Building Standards Code (CALGreen) through energy conservation, water conservation, and waste reduction features.

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

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

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

(2) City of Los Angeles Policies

The Project would offer convenient access to public transit and opportunities for walking and biking, thereby facilitating a reduction in VMT, in addition to bicycle parking. In addition, the Project would be consistent with the existing land use pattern in the vicinity that concentrates urban density along major arterials and near transit options. Local transit services include Metro local Route 4 on Santa Monica Boulevard and Metro Rail Red Line station at Santa Monica Boulevard and Vermont Avenue to the west. The Project would also promote bicycle transportation by providing ten bicycle parking spaces, pursuant to LAMC section 12.21 A.4.

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

The City's General Plan Air Quality Element identifies 30 policies with specific strategies for advancing the City's clean air goals. As illustrated in **Table 5**, the Project is consistent with the applicable policies in the Air Quality Element. **Therefore, the Project would result in less-than significant impacts related to consistency with the Air Quality Element.**

Table 5
Project Consistency With City Of Los Angeles General Plan Air Quality Element

Strategy	Project Consistency
Policy 1.3.1. Minimize particulate emissions from construction sites.	**Consistent.** The Project would minimize particulate emissions during construction through best practices and/or SCAQMD rules.
Policy 1.3.2. Minimize particulate emissions from unpaved roads and parking lots associated with vehicular traffic.	**Consistent.** The Project would minimize particulate emissions from unpaved facilities through best practices and/or SCAQMD rules.
Policy 2.1.1. Utilize compressed work weeks and flextime, telecommuting, carpooling, vanpooling, public transit, and improve walking/bicycling related facilities in order to reduce vehicle trips and/or VMT as an employer and encourage the private sector to do the same to reduce work trips and traffic congestion.	**Not Applicable.** The Project is a residential development that would not include employers that could implement these demand management strategies. Nevertheless, the Project would not inhibit the City's strategy to reduce work-related traffic.
Policy 2.1.2. Facilitate and encourage the use of telecommunications (i.e., telecommuting) in both the public and private sectors, in order to reduce work trips.	**Not Applicable.** The Project is a residential development that would not include employers that could implement these telecommuting strategies. Nevertheless, the Project would not inhibit the City's strategy to reduce work-related traffic.
Policy 2.2.1. Discourage single-occupant vehicle use through a variety of measures such as market incentive strategies, mode-shift incentives, trip reduction plans and ridesharing subsidies.	**Not Applicable.** The Project is a residential development that would not include employers that could implement these demand management strategies. Nevertheless, the Project would not inhibit the City's strategy to reduce work-related traffic. Transit use will benefit from the substantial service in the vicinity of the project, including Metro local bus service (i.e., Route 4) and Metro Rail station at Vermont Avenue. The Project would also promote bicycle transportation by providing ten bicycle parking spaces, pursuant to LAMC section 12.21 A.4.

Table 5
Project Consistency With City Of Los Angeles General Plan Air Quality Element

Strategy	Project Consistency
Policy 2.2.2. Encourage multi-occupant vehicle travel and discourage single-occupant vehicle travel by instituting parking management practices.	**Not Applicable.** The Project is a residential development that would not include employers that could implement these parking management strategies. Nevertheless, the Project would not inhibit the City's strategy to reduce work-related traffic.
Policy 2.2.3. Minimize the use of single-occupant vehicles associated with special events or in areas and times of high levels of pedestrian activities.	**Not Applicable.** The Project would not include facilities for special events.
Policy 3.2.1. Manage traffic congestion during peak hours.	**Consistent.** The Project is a residential development that generally produces less than half the trip generation of comparably-sized retail, office, and commercial land uses.
Policy 4.1.1. Coordinate with all appropriate regional agencies on the implementation of strategies for the integration of land use, transportation, and air quality policies.	**Consistent.** The Project is being entitled through the City of Los Angeles, which coordinates with SCAG, Metro, and other regional agencies on the coordination of land use, air quality, and transportation policies.
Policy 4.1.2. Ensure that project level review and approval of land use development remains at the local level.	**Consistent.** The Project would be entitled and environmentally cleared at the local level.
Policy 4.2.1. Revise the City's General Plan/Community Plans to achieve a more compact, efficient urban form and to promote more transit-oriented development and mixed-use development.	**Not Applicable.** This policy calls for City updates to its General Plan.
Policy 4.2.2. Improve accessibility for the City's residents to places of employment, shopping centers and other establishments.	**Consistent.** The Project would be infill development that would provide residents with proximate access to jobs, shopping, and other uses.
Policy 4.2.3. Ensure that new development is compatible with pedestrians, bicycles, transit, and alternative fuel vehicles.	**Consistent.** The Project Site is in a transit-rich area that would promote alternative transportation modes. Transit use will benefit from the substantial service in the vicinity of the project, including Metro local bus service (i.e., Route 4) and Metro Rail station at Vermont Avenue. The Project would also promote bicycle transportation by providing ten bicycle parking spaces, pursuant to LAMC section 12.21 A.4. The project area also is highly walkable, with a WalkScore of 90 out of 100 points.
Policy 4.2.4. Require that air quality impacts be a consideration in the review and approval of all discretionary projects.	**Consistent.** The Project's air quality impacts are analyzed in this document.
Policy 4.2.5. Emphasize trip reduction, alternative transit and congestion management measures for discretionary projects.	**Consistent.** The Project Site is in a transit-rich area that would promote alternative transportation modes. Transit use will benefit from the substantial service in the vicinity of the project, including Metro local bus service (i.e., Route 4) and Metro Rail station at Vermont Avenue. The Project would also promote bicycle transportation by providing ten bicycle parking spaces, pursuant to LAMC section 12.21 A.4. The project area also is highly walkable, with a WalkScore of 90 out of 100 points.
Policy 4.3.1. Revise the City's General Plan/Community Plans to ensure that new or relocated	**Not Applicable.** This policy calls for City updates to its General Plan.

Table 5
Project Consistency With City Of Los Angeles General Plan Air Quality Element

Strategy	Project Consistency
sensitive receptors are located to minimize significant health risks posed by air pollution sources.	
Policy 4.3.2. Revise the City's General Plan/Community Plans to ensure that new or relocated major air pollution sources are located to minimize significant health risks to sensitive receptors.	**Not Applicable.** This policy calls for City updates to its General Plan.
Policy 5.1.1. Make improvements in Harbor and airport operations and facilities in order to reduce air emissions.	**Not Applicable.** This policy calls for cleaner operations of the City's water port and airport facilities.
Policy 5.1.2. Effect a reduction in energy consumption and shift to non-polluting sources of energy in its buildings and operations.	**Not Applicable.** This policy calls for cleaner operations of the City's buildings and operations.
Policy 5.1.3. Have the Department of Water and Power make improvements at its in-basin power plants in order to reduce air emissions.	**Not Applicable.** This policy calls for cleaner operations of the City's Water and Power energy plants.
Policy 5.1.4. Reduce energy consumption and associated air emissions by encouraging waste reduction and recycling.	**Consistent.** The Proposed Project would be consistent with this policy by complying with Title 24, CALGreen, and other requirements to reduce solid waste and energy consumption.
Policy 5.2.1. Reduce emissions from its own vehicles by continuing scheduled maintenance, inspection and vehicle replacement programs; by adhering to the State of California's emissions testing and monitoring programs; by using alternative fuel vehicles wherever feasible, in accordance with regulatory agencies and City Council policies.	**Not Applicable.** This policy calls for the City to gradually reduce the fleet emissions inventory from its vehicles through use of alternative fuels, improved maintenance practices, and related operational improvements.
Policy 5.3.1. Support the development and use of equipment powered by electric of low-emitting fuels.	**Consistent.** The Project would be designed to meet the applicable requirements of the States Green Building Standards Code and the City of Los Angeles' Green Building Code.
Policy 6.1.1. Raise awareness through public-information and education programs of the actions that individuals can take to reduce air emissions.	**Not Applicable.** This policy calls for the City to promote clean air awareness through its public awareness programs.
Source: DKA Planning, 2019.	

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

(1) Construction

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

Individual projects that generate emissions that do not exceed SCAQMD's significance thresholds would not contribute considerably to any potential cumulative impact. SCAQMD neither

recommends quantified analyses of the emissions generated by a set of cumulative development projects nor provides thresholds of significance to be used to assess the impacts associated with these emissions.

Construction-related emissions were estimated using the SCAQMD's CalEEMod 2016.3.2 model using assumptions from the Project's developer, including the Project's construction schedule of at least 18 months. **Table 6** summarizes the potential construction schedule that was modeled for air quality impacts.

Table 6
Potential Construction Schedule

Phase	Duration	Notes
Demolition	Month 1	2,160 square feet of buildings demolished and hauled up to 20 miles away
Site Preparation	Month 2	Minor grading
Building Construction	Months 3-18	
Architectural Coatings	Months 15-18	
Source: DKA Planning, 2019		

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

- SCAQMD Rule 403, would reduce the amount of particulate matter entrained in ambient air as a result of anthropogenic fugitive dust sources by requiring actions to prevent, reduce or mitigate fugitive dust emissions.

- SCAQMD Rule 1113, which limits the VOC content of architectural coatings.

- SCAQMD Rule 402, which states that a person shall not discharge from any source whatsoever such quantities of air contaminants or other materials which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

- In accordance with Section 2485 in Title 13 of the California Code of Regulations, the idling of all diesel-fueled commercial vehicles (with gross vehicle weight over 10,000 pounds) during construction would be limited to five minutes at any location.

- In accordance with Section 93115 in Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled, compression-ignition engines would meet specific fuel and fuel additive requirements and emissions standards.

(a) Regional Emissions

Construction activity has the potential to create air quality impacts through the use of heavy-duty construction equipment and through vehicle trips generated by construction workers traveling to and from the Project Site. Fugitive dust emissions would primarily result from grading activities.

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

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

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

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

Table 7
Estimated Daily Construction Daily Emissions - Unmitigated

Construction Phase Year	Daily Emissions (Pounds Per Day)					
	VOC	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
2020	1	10	8	<1	1	1
2021	1	11	10	<1	1	1
Maximum Regional Total	**1**	**11**	**10**	**<1**	**1**	**1**
Regional Threshold	**75**	**100**	**550**	**150**	**150**	**55**
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Maximum Localized Total	**1**	**9**	**8**	**<1**	**1**	**1**
Localized Threshold	**--**	**74**	**680**	**--**	**5**	**3**
Exceed Threshold?	**N/A**	**No**	**No**	**N/A**	**No**	**No**

The construction dates are used for the modeling of air quality emissions in the CalEEMod software. If construction activities commence later than what is assumed in the environmental analysis, the actual emissions would be lower than analyzed because of the increasing penetration of newer equipment with lower certified emission levels. Assumes implementation of SCAQMD Rule 403 (Fugitive Dust Emissions)
Source: DKA Planning, 2019 based on CalEEMod 2016.3.2 model runs. LST analyses based on 1-acre site with 25-meter distances to receptors in Central LA source receptor area.

(b) Localized Emissions

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

Maximum on-site daily construction emissions for NO_X, CO, PM_{10}, and $PM_{2.5}$ were calculated using CalEEMod and compared to the applicable SCAQMD LSTs for the Central LA SRA based on construction site acreage that is less than or equal to one acre. Potential impacts were evaluated at the closest off-site sensitive receptor, which are the residences on either side of the Project Site, immediately adjacent to the Project Site. The closest receptor distance on the SCAQMD mass rate LST look-up tables is 25 meters.

As shown in **Table 7,** above**,** the Project would produce emissions that do not exceed the SCAQMD's recommended localized standards of significance for NO_2 and CO during the construction phase. Similarly, construction activities would not produce PM_{10} and $PM_{2.5}$ emissions that exceed localized thresholds recommended by the SCAQMD.

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

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

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

When considering local impacts, cumulative construction emissions are considered when projects are within close proximity of each other that could result in larger impacts on local sensitive receptors. Construction of the Project itself would not produce cumulative considerable emissions of localized nonattainment pollutants PM_{10} and $PM_{2.5}$, as the anticipated emissions would not exceed LST thresholds set by the SCAQMD. **Therefore, construction emissions impact on localized criteria pollutant emissions would be considered less than significant.**

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

If any related projects were to undertake construction concurrently with the Project, localized CO, $PM_{2.5}$, PM_{10}, and NO_2 concentrations would be further increased. However, the application of LST thresholds to this project would help ensure that it does not produce localized hotspots of CO, $PM_{2.5}$, PM_{10}, and NO_2. This and any related projects that would exceed LST thresholds (after mitigation) could perform dispersion modeling to confirm whether health-based air quality standards would be violated. The SCAQMD's LST thresholds recognize the influence of a receptor's proximity, setting mass emissions thresholds for PM_{10} and $PM_{2.5}$ that generally double with every doubling of distance.

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

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

According to the SCAQMD, individual projects that exceed the SCAQMD's recommended daily thresholds for project-specific impacts would cause a cumulatively considerable increase in emissions for those pollutants for which the Air Basin is in non-attainment. As shown in **Table 7,** project construction daily emissions would not exceed any of the SCAQMD's regional or localized thresholds. **Therefore, the Project's contribution to cumulative construction-related regional or localized emissions would not be cumulatively considerable and, thus, would be less than significant.**

(2) Operation

Operational emissions of criteria pollutants would come from area sources and mobile sources. Area sources include natural gas for space heating and water heating, gasoline-powered landscaping and maintenance equipment, consumer products such as household cleaners, and architectural coatings for routine maintenance. CalEEMod program generates estimates of emissions from energy use based on the land use type and size. The Project will also produce long-term air quality impacts to the region primarily from motor vehicles that access the Project site. The Project could add up to 115 vehicle trips on a peak weekday at the start of operations in 2021.

As shown in **Table 8**, the Project would not exceed the SCAQMD's regional or localized significance thresholds. The Project operational impacts on long-term air pollution would be considered less than significant. **Therefore, the operational impacts of the Project on regional and localized air quality are considered less than significant.**

Table 8
Estimated Daily Operations Emissions - Unmitigated

Emissions Source	Daily Emissions (Pounds Per Day)					
	VOC	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Area Sources	<1	<1	1	<1	<1	<1
Energy Sources	<1	<1	<1	<1	<1	<1
Mobile Sources	<1	1	3	<1	1	<1
Regional Total	1	1	4	<1	1	<1
Existing Regional Emissions	-<1	-<1	-1	-<1	-<1	-<1
Net Regional Total	**1**	**1**	**3**	**<1**	**1**	**<1**
Regional Significance Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Net Localized Total	<1	<1	<1	<1	<1	<1
Localized Significance Threshold	**N/A**	**103**	**562**	**--**	**2**	**1**
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

LST analyses based on 1-acre site with 25-meter distances to receptors in Central LA County source receptor area.
Source: DKA Planning, 2019 based on CalEEMod 2016.3.2 model runs

As for cumulative operational impacts, the proposed land use will not produce cumulatively considerable emissions of nonattainment pollutants at the regional or local level. The Project would not include major sources of combustion or fugitive dust. As a result, its localized emissions of PM_{10} and $PM_{2.5}$ would be minimal. Likewise, existing land uses in the area include land uses that do not produce substantial emissions of localized nonattainment pollutants. As shown in **Table 8**, Project operation daily emissions would not exceed any of the SCAQMD's regional or localized thresholds. Because the Project's air quality impacts would not exceed the SCAQMD's operational thresholds of significance. **Therefore, the Project's contribution to cumulative operation-related regional or localized emissions would not be cumulatively considerable and, thus, would be less than significant.**

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

There are several sensitive receptors within 1,000 feet of the Project Site that could be exposed to air pollution from construction and operation of the Proposed Project. These include but are not limited to the following:

- Multi-family residences, 1119 Lyman Place; 20 feet north of the Project site.
- Multi-family residences, 1107 Madison Avenue; 230 feet west of the Project site.

- Lexington Avenue Primary Center School, 4564 West Lexington Avenue; 380 feet noth of the Project site.

- Lockwood Avenue Elementary School, 4345 Lockwood Avenue; 500 feet south of the Project site.

- Virgil Rehabilitation and Skilled Nursing Center, 975 North Virgil Avenue; 530 feet south of the Project site.

(1) Construction

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

As shown in **Table 7**, during construction of the Project, maximum daily localized unmitigated emissions of NO_2, CO, PM_{10}, and $PM_{2.5}$ from sources on the Project site would remain below each of the respective LST values. Unmitigated maximum daily localized emissions would not exceed any of the localized standards for receptors that are generally within 25 meters of the Proposed Project's construction activities. Therefore, based on SCAQMD guidance, localized emissions of criteria pollutants would not have the potential to expose sensitive receptors to substantial concentrations that would present a public health concern.

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

Furthermore, according to SCAQMD methodology, health risks from carcinogenic air toxics are usually described in terms of individual cancer risk. "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of TACs over a 30-year period will contract cancer based on the use of standard risk-assessment methodology. The entire duration of construction activities associated with implementation of the Project is anticipated to be at least 18 months, and the magnitude of daily diesel PM emissions will vary over this time period. No residual emissions and corresponding individual cancer risk are anticipated after construction. Because there is such a short-

term exposure period, construction TAC emissions would result in a less-than significant impact. **Therefore, construction of the Project would not expose sensitive receptors to substantial diesel PM concentrations, and this impact would be less than significant.**

(2) Operation

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

When considering potential air quality impacts under CEQA, consideration is given to the location of sensitive receptors within close proximity of land uses that emit TACs. CARB has published and adopted the Air Quality and Land Use Handbook: A Community Health Perspective, which provides recommendations regarding the siting of new sensitive land uses near potential sources of air toxic emissions (e.g., freeways, distribution centers, rail yards, ports, refineries, chrome plating facilities, dry cleaners, and gasoline dispensing facilities).[39]

The SCAQMD adopted similar recommendations in its Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning.[40] Together, the CARB and SCAQMD guidelines recommend siting distances for both the development of sensitive land uses in proximity to TAC sources and the addition of new TAC sources in proximity to existing sensitive land uses.

The primary sources of potential air toxics associated with Project operations include DPM from delivery trucks (e.g., truck traffic on local streets and idling on adjacent streets) and to a lesser extent, facility operations (e.g., natural gas fired boilers). However, these activities, and the land uses associated with the Project, are not considered land uses that generate substantial TAC emissions. It should be noted that the SCAQMD recommends that health risk assessments (HRAs) be conducted for substantial individual sources of DPM (e.g., truck stops and warehouse distribution facilities that generate more than 100 trucks per day or more than 40 trucks with operating transport refrigeration units) and has provided guidance for analyzing mobile source diesel emissions.[41] Based on this guidance, the Project would not include these types of land uses and is not considered to be a substantial source of DPM warranting a refined HRA since daily truck trips to the Project Site would not exceed 100 trucks per day or more than 40 trucks with

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

[40] SCAQMD, Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning, May 6, 2005.

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

operating transport refrigeration units. In addition, the CARB-mandated ATCM limits diesel-fueled commercial vehicles (delivery trucks) to idle for no more than five minutes at any given time, which would further limit diesel particulate emissions.

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

The Project would generate long-term emissions on-site from area and energy sources that would generate negligible pollutant concentrations of CO, NO_2, $PM_{2.5}$, or PM_{10} at nearby sensitive receptors. While long-term operations of the Project would generate traffic that produces off-site emissions, these would not result in exceedances of CO air quality standards at roadways in the area due to three key factors. First, CO hotspots are extremely rare and only occur in the presence of unusual atmospheric conditions and extremely cold conditions, neither of which applies to this Project area. Second, auto-related emissions of CO continue to decline because of advances in fuel combustion technology in the vehicle fleet. Finally, the Project would not contribute to the levels of congestion that would be needed to produce the amount of emissions needed to trigger a potential CO hotspot.[42]

Finally, the Project would not result in any substantial emissions of TACs during the construction or operations phase. During the construction phase, the primary air quality impacts would be associated with the combustion of diesel fuels, which produce exhaust-related particulate matter that is considered a toxic air contaminant by CARB based on chronic exposure to these emissions.[43] However, construction activities would not produce chronic, long-term exposure to diesel particulate matter. During long-term project operations, the Project does not include typical sources of acutely and chronically hazardous TACs such as industrial manufacturing processes and automotive repair facilities. As a result, the Project would not create substantial concentrations of TACs.

Because of the Project Site's distance from any freeways (3,900 feet northeast of the mainline of the westbound Hollywood Freeway (US-101). HVAC systems will not require filtration rated at MERV-13 or higher.

In addition, the SCAQMD recommends that health risk assessments be conducted for substantial sources of diesel particulate emissions (e.g., truck stops and warehouse distribution facilities) and has provided guidance for analyzing mobile source diesel emissions.[44] The Project would not generate a substantial number of truck trips. Based on the limited activity of TAC sources, the

[42] Caltrans, Transportation Project-Level Carbon Monoxide Protocol, updated October 13, 2010.

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

[44] SCAQMD, Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Emissions, December 2002.

Project would not warrant the need for a health risk assessment associated with on-site activities. **Therefore, the Proposed Project's operational impacts on local sensitive receptors would be less than significant.**

Threshold e) Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

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

e) Cumulative Impacts

SCAQMD recommends that any construction-related emissions and operational emissions from individual development projects that exceed the project-specific mass daily emissions thresholds identified above also be considered cumulatively considerable.[45] Individual projects that generate emissions not in excess of SCAQMD's significance thresholds would not contribute considerably to any potential cumulative impact. SCAQMD neither recommends quantified analyses of the emissions generated by a set of cumulative development projects nor provides thresholds of significance to be used to assess the impacts associated with these emissions.

(1) AQMP Consistency

Cumulative development is not expected to result in a significant impact in terms of conflicting with, or obstructing implementation of the 2016 AQMP. As discussed previously, growth considered to be consistent with the AQMP would not interfere with attainment because this growth is included in the projections utilized in the formulation of the AQMP. Consequently, as long as growth in the Basin is within the projections for growth identified in the 2016 RTP/SCS, implementation of the AQMP will not be obstructed by such growth. In addition, as discussed previously, the population growth resulting from the Project would be consistent with the growth projections of the AQMP. Each related project would implement feasible air quality mitigation measures to reduce the criteria air pollutants, if required due to any significant emissions impacts. In addition, each related project would be evaluated for its consistency with the land use policies set forth in the AQMP. **Therefore, the Project's contribution to the cumulative impact would not be cumulatively considerable and, therefore, would be less than significant.**

(2) Construction

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

As discussed above, the Project's construction-related air quality emissions and cumulative impacts would be less than significant. Individual projects that generate emissions that do not exceed SCAQMD's significance thresholds would not contribute considerably to any potential cumulative impact. SCAQMD neither recommends quantified analyses of the emissions generated by a set of cumulative development projects nor provides thresholds of significance to be used to assess the impacts associated with these emissions.

The Project would comply with regulatory requirements, including the SCAQMD Rule 403 requirements listed above. Based on SCAQMD guidance, individual construction projects that exceed the SCAQMD's recommended daily thresholds for project-specific impacts would cause a cumulatively considerable increase in emissions for those pollutants for which the Air Basin is in non-attainment. As shown above, construction-related daily emissions at the Project Site would not exceed any of the SCAQMD's regional or localized significance thresholds. **Therefore, the Project's contribution to cumulative air quality impacts due to localized emissions would not be cumulatively considerable and, therefore, would be less than significant.**

Similar to the Project, the greatest potential for TAC emissions at each related project would generally involve diesel particulate emissions associated with heavy equipment operations during grading and excavation activities. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of individual cancer risk. "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of TACs over a 30-year period will contract cancer, based on the use of standard risk-assessment methodology. Construction activities are temporary and short-term events, thus construction activities at each related project would not result in a long-term substantial source of TAC emissions. Additionally, the SCAQMD CEQA guidance does not require a health risk assessment for short-term construction emissions. It is therefore not meaningful to evaluate long-term cancer impacts from construction activities, which occur over relatively short durations. **As such, given the short-term nature of these activities, cumulative toxic emission impacts during construction would be less than significant.**

(3) Operation

As discussed above, the Project's operational air quality emissions and cumulative impacts would be less than significant. According to the SCAQMD, if an individual project results in air emissions of criteria pollutants that exceed the SCAQMD's recommended daily thresholds for project-specific impacts, then the project would also result in a cumulatively considerable net increase of these criteria pollutants. As operational emissions would not exceed any of the SCAQMD's regional or localized significance thresholds, the emissions of non-attainment pollutants and precursors generated by Project operations would not be cumulatively considerable.

With respect to TAC emissions, neither the Project nor any of the related projects (which are largely residential, retail/commercial, and office in nature), would represent a substantial source of TAC emissions, which are typically associated with large-scale industrial, manufacturing, and

transportation hub facilities. The Project and related projects would be consistent with the recommended screening level siting distances for TAC sources, as set forth in CARB's Land Use Guidelines, and the Project and related projects would not result in a cumulative impact requiring further evaluation. However, the related projects could generate minimal TAC emissions related to the use of consumer products and landscape maintenance activities, among other things. Pursuant to AB 1807, which directs the CARB to identify substances as TACs and adopt airborne toxic control measures to control such substances, the SCAQMD has adopted numerous rules (primarily in Regulation XIV) that specifically address TAC emissions. These SCAQMD rules have resulted in and will continue to result in substantial Basin-wide TAC emissions reductions. As such, cumulative TAC emissions during long-term operations would be less than significant. **Therefore, the Project would not result in any substantial sources of TACs that have been identified by the CARB's Land Use Guidelines, and thus, would not contribute to a cumulative impact.**

f) Mitigation Measures

None required.

TECHNICAL APPENDIX

4575 Santa Monica Boulevard Existing - Los Angeles-South Coast County, Summer

4575 Santa Monica Boulevard Existing

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Automobile Care Center	2.16	1000sqft	0.12	2,160.00	0

1.2 Other Project Characteristics

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

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - City of Los Angeles ZIMAS database

Table Name	Column Name	Default Value	New Value
tblLandUse	LotAcreage	0.05	0.12

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0483	0.0000	2.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		4.7000e-004	4.7000e-004	0.0000		5.0000e-004
Energy	1.1600e-003	0.0105	8.8200e-003	6.0000e-005		8.0000e-004	8.0000e-004		8.0000e-004	8.0000e-004		12.6015	12.6015	2.4000e-004	2.3000e-004	12.6763
Mobile	0.0847	0.3309	0.7768	2.0800e-003	0.1460	2.4000e-003	0.1484	0.0391	2.2500e-003	0.0413		211.7443	211.7443	0.0137		212.0855
Total	**0.1342**	**0.3414**	**0.7859**	**2.1400e-003**	**0.1460**	**3.2000e-003**	**0.1492**	**0.0391**	**3.0500e-003**	**0.0421**		**224.3462**	**224.3462**	**0.0139**	**2.3000e-004**	**224.7623**

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	0.0483	0.0000	2.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		4.7000e-004	4.7000e-004	0.0000		5.0000e-004
Energy	1.1600e-003	0.0105	8.8200e-003	6.0000e-005		8.0000e-004	8.0000e-004		8.0000e-004	8.0000e-004		12.6015	12.6015	2.4000e-004	2.3000e-004	12.6763
Mobile	0.0847	0.3309	0.7768	2.0800e-003	0.1460	2.4000e-003	0.1484	0.0391	2.2500e-003	0.0413		211.7443	211.7443	0.0137		212.0855
Total	**0.1342**	**0.3414**	**0.7859**	**2.1400e-003**	**0.1460**	**3.2000e-003**	**0.1492**	**0.0391**	**3.0500e-003**	**0.0421**		**224.3462**	**224.3462**	**0.0139**	**2.3000e-004**	**224.7623**

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

Category	lb/day											lb/day					
Mitigated	0.0847	0.3309	0.7768	2.0800e-003	0.1460	2.4000e-003	0.1484	0.0391	2.2500e-003	0.0413		211.7443	211.7443	0.0137		212.0855
Unmitigated	0.0847	0.3309	0.7768	2.0800e-003	0.1460	2.4000e-003	0.1484	0.0391	2.2500e-003	0.0413		211.7443	211.7443	0.0137		212.0855

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Automobile Care Center	51.24	51.24	25.66	63,738	63,738
Total	51.24	51.24	25.66	63,738	63,738

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Automobile Care Center	16.60	8.40	6.90	33.00	48.00	19.00	21	51	28

4.4 Fleet Mix

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

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	1.1600e-003	0.0105	8.8200e-003	6.0000e-005		8.0000e-004	8.0000e-004		8.0000e-004	8.0000e-004		12.6015	12.6015	2.4000e-004	2.3000e-004	12.6763
NaturalGas Unmitigated	1.1600e-003	0.0105	8.8200e-003	6.0000e-005		8.0000e-004	8.0000e-004		8.0000e-004	8.0000e-004		12.6015	12.6015	2.4000e-004	2.3000e-004	12.6763

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					
Automobile Care Center	107.112	1.1600e-003	0.0105	8.8200e-003	6.0000e-005		8.0000e-004	8.0000e-004		8.0000e-004	8.0000e-004		12.6015	12.6015	2.4000e-004	2.3000e-004	12.6763
Total		**1.1600e-003**	**0.0105**	**8.8200e-003**	**6.0000e-005**		**8.0000e-004**	**8.0000e-004**		**8.0000e-004**	**8.0000e-004**		**12.6015**	**12.6015**	**2.4000e-004**	**2.3000e-004**	**12.6763**

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					
Automobile Care Center	0.107112	1.1600e-003	0.0105	8.8200e-003	6.0000e-005		8.0000e-004	8.0000e-004		8.0000e-004	8.0000e-004		12.6015	12.6015	2.4000e-004	2.3000e-004	12.6763
Total		**1.1600e-003**	**0.0105**	**8.8200e-003**	**6.0000e-005**		**8.0000e-004**	**8.0000e-004**		**8.0000e-004**	**8.0000e-004**		**12.6015**	**12.6015**	**2.4000e-004**	**2.3000e-004**	**12.6763**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0483	0.0000	2.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		4.7000e-004	4.7000e-004	0.0000		5.0000e-004
Unmitigated	0.0483	0.0000	2.2000e-	0.0000		0.0000	0.0000		0.0000	0.0000		4.7000e-	4.7000e-	0.0000		5.0000e-

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	5.4900e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0428					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.0000e-005	0.0000	2.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		4.7000e-004	4.7000e-004	0.0000		5.0000e-004
Total	**0.0483**	**0.0000**	**2.2000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**4.7000e-004**	**4.7000e-004**	**0.0000**		**5.0000e-004**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	5.4900e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0428					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.0000e-005	0.0000	2.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		4.7000e-004	4.7000e-004	0.0000		5.0000e-004
Total	**0.0483**	**0.0000**	**2.2000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**4.7000e-004**	**4.7000e-004**	**0.0000**		**5.0000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

4575 Santa Monica Boulevard Existing - Los Angeles-South Coast County, Annual

4575 Santa Monica Boulevard Existing

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Automobile Care Center	2.16	1000sqft	0.12	2,160.00	0

1.2 Other Project Characteristics

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

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - City of Los Angeles ZIMAS database

Table Name	Column Name	Default Value	New Value
tblLandUse	LotAcreage	0.05	0.12

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	8.8100e-003	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.0000e-005	5.0000e-005	0.0000	0.0000	6.0000e-005
Energy	2.1000e-004	1.9200e-003	1.6100e-003	1.0000e-005		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004	0.0000	15.4400	15.4400	3.6000e-004	1.0000e-004	15.4798
Mobile	0.0135	0.0576	0.1312	3.4000e-004	0.0242	4.1000e-004	0.0246	6.4900e-003	3.8000e-004	6.8700e-003	0.0000	31.3076	31.3076	2.1000e-003	0.0000	31.3602
Waste						0.0000	0.0000		0.0000	0.0000	1.6747	0.0000	1.6747	0.0990	0.0000	4.1489
Water						0.0000	0.0000		0.0000	0.0000	0.0645	2.2445	2.3089	6.6700e-003	1.7000e-004	2.5257
Total	**0.0225**	**0.0595**	**0.1329**	**3.5000e-004**	**0.0242**	**5.6000e-004**	**0.0248**	**6.4900e-003**	**5.3000e-004**	**7.0200e-003**	**1.7392**	**48.9921**	**50.7313**	**0.1081**	**2.7000e-004**	**53.5146**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	8.8100e-003	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.0000e-005	5.0000e-005	0.0000	0.0000	6.0000e-005
Energy	2.1000e-004	1.9200e-003	1.6100e-003	1.0000e-005		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004	0.0000	15.4400	15.4400	3.6000e-004	1.0000e-004	15.4798
Mobile	0.0135	0.0576	0.1312	3.4000e-004	0.0242	4.1000e-004	0.0246	6.4900e-003	3.8000e-004	6.8700e-003	0.0000	31.3076	31.3076	2.1000e-003	0.0000	31.3602
Waste						0.0000	0.0000		0.0000	0.0000	1.6747	0.0000	1.6747	0.0990	0.0000	4.1489
Water						0.0000	0.0000		0.0000	0.0000	0.0645	2.2445	2.3089	6.6700e-003	1.7000e-004	2.5257
Total	**0.0225**	**0.0595**	**0.1329**	**3.5000e-004**	**0.0242**	**5.6000e-004**	**0.0248**	**6.4900e-003**	**5.3000e-004**	**7.0200e-003**	**1.7392**	**48.9921**	**50.7313**	**0.1081**	**2.7000e-004**	**53.5146**

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0135	0.0576	0.1312	3.4000e-004	0.0242	4.1000e-004	0.0246	6.4900e-003	3.8000e-004	6.8700e-003	0.0000	31.3076	31.3076	2.1000e-003	0.0000	31.3602
Unmitigated	0.0135	0.0576	0.1312	3.4000e-004	0.0242	4.1000e-004	0.0246	6.4900e-003	3.8000e-004	6.8700e-003	0.0000	31.3076	31.3076	2.1000e-003	0.0000	31.3602

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Automobile Care Center	51.24	51.24	25.66	63,738	63,738
Total	51.24	51.24	25.66	63,738	63,738

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Automobile Care Center	16.60	8.40	6.90	33.00	48.00	19.00	21	51	28

4.4 Fleet Mix

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

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	13.3537	13.3537	3.2000e-004	7.0000e-005	13.3810
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	13.3537	13.3537	3.2000e-004	7.0000e-005	13.3810
NaturalGas Mitigated	2.1000e-004	1.9200e-003	1.6100e-003	1.0000e-005		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004	0.0000	2.0863	2.0863	4.0000e-005	4.0000e-005	2.0987
NaturalGas Unmitigated	2.1000e-004	1.9200e-003	1.6100e-003	1.0000e-005		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004	0.0000	2.0863	2.0863	4.0000e-005	4.0000e-005	2.0987

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Automobile Care Center	39096	2.1000e-004	1.9200e-003	1.6100e-003	1.0000e-005		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004	0.0000	2.0863	2.0863	4.0000e-005	4.0000e-005	2.0987
Total		**2.1000e-004**	**1.9200e-003**	**1.6100e-003**	**1.0000e-005**		**1.5000e-004**	**1.5000e-004**		**1.5000e-004**	**1.5000e-004**	**0.0000**	**2.0863**	**2.0863**	**4.0000e-005**	**4.0000e-005**	**2.0987**

Mitigated

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

Automobile Care Center	39096	2.1000e-004	1.9200e-003	1.6100e-003	1.0000e-005		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004	0.0000	2.0863	2.0863	4.0000e-005	4.0000e-005	2.0987
Total		**2.1000e-004**	**1.9200e-003**	**1.6100e-003**	**1.0000e-005**		**1.5000e-004**	**1.5000e-004**		**1.5000e-004**	**1.5000e-004**	**0.0000**	**2.0863**	**2.0863**	**4.0000e-005**	**4.0000e-005**	**2.0987**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Automobile Care Center	23976	13.3537	3.2000e-004	7.0000e-005	13.3810
Total		**13.3537**	**3.2000e-004**	**7.0000e-005**	**13.3810**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Automobile Care Center	23976	13.3537	3.2000e-004	7.0000e-005	13.3810
Total		**13.3537**	**3.2000e-004**	**7.0000e-005**	**13.3810**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	8.8100e-003	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.0000e-005	5.0000e-005	0.0000	0.0000	6.0000e-005
Unmitigated	8.8100e-003	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.0000e-005	5.0000e-005	0.0000	0.0000	6.0000e-005

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	1.0000e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	7.8100e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.0000e-005	5.0000e-005	0.0000	0.0000	6.0000e-005
Total	**8.8100e-003**	**0.0000**	**3.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**5.0000e-005**	**5.0000e-005**	**0.0000**	**0.0000**	**6.0000e-005**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	1.0000e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	7.8100e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.0000e-005	5.0000e-005	0.0000	0.0000	6.0000e-005

Total	**8.8100e-003**	**0.0000**	**3.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**5.0000e-005**	**5.0000e-005**	**0.0000**	**0.0000**	**6.0000e-005**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	2.3089	6.6700e-003	1.7000e-004	2.5257
Unmitigated	2.3089	6.6700e-003	1.7000e-004	2.5257

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Automobile Care Center	0.203215 / 0.124551	2.3089	6.6700e-003	1.7000e-004	2.5257
Total		**2.3089**	**6.6700e-003**	**1.7000e-004**	**2.5257**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Automobile Care Center	0.203215 / 0.124551	2.3089	6.6700e-003	1.7000e-004	2.5257

Total		**2.3089**	**6.6700e-003**	**1.7000e-004**	**2.5257**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	MT/yr			
Mitigated	1.6747	0.0990	0.0000	4.1489
Unmitigated	1.6747	0.0990	0.0000	4.1489

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Automobile Care Center	8.25	1.6747	0.0990	0.0000	4.1489
Total		**1.6747**	**0.0990**	**0.0000**	**4.1489**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e

Land Use	tons	MT/yr			
Automobile Care Center	8.25	1.6747	0.0990	0.0000	4.1489
Total		**1.6747**	**0.0990**	**0.0000**	**4.1489**

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

4575 Santa Monica Boulevard Existing - Los Angeles-South Coast County, Winter

4575 Santa Monica Boulevard Existing

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Automobile Care Center	2.16	1000sqft	0.12	2,160.00	0

1.2 Other Project Characteristics

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

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - City of Los Angeles ZIMAS database

Table Name	Column Name	Default Value	New Value
tblLandUse	LotAcreage	0.05	0.12

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0483	0.0000	2.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		4.7000e-004	4.7000e-004	0.0000		5.0000e-004
Energy	1.1600e-003	0.0105	8.8200e-003	6.0000e-005		8.0000e-004	8.0000e-004		8.0000e-004	8.0000e-004		12.6015	12.6015	2.4000e-004	2.3000e-004	12.6763
Mobile	0.0826	0.3347	0.7747	1.9800e-003	0.1460	2.4300e-003	0.1484	0.0391	2.2900e-003	0.0414		200.8062	200.8062	0.0139		201.1535
Total	**0.1320**	**0.3452**	**0.7838**	**2.0400e-003**	**0.1460**	**3.2300e-003**	**0.1492**	**0.0391**	**3.0900e-003**	**0.0422**		**213.4082**	**213.4082**	**0.0141**	**2.3000e-004**	**213.8303**

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	0.0483	0.0000	2.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		4.7000e-004	4.7000e-004	0.0000		5.0000e-004
Energy	1.1600e-003	0.0105	8.8200e-003	6.0000e-005		8.0000e-004	8.0000e-004		8.0000e-004	8.0000e-004		12.6015	12.6015	2.4000e-004	2.3000e-004	12.6763
Mobile	0.0826	0.3347	0.7747	1.9800e-003	0.1460	2.4300e-003	0.1484	0.0391	2.2900e-003	0.0414		200.8062	200.8062	0.0139		201.1535
Total	**0.1320**	**0.3452**	**0.7838**	**2.0400e-003**	**0.1460**	**3.2300e-003**	**0.1492**	**0.0391**	**3.0900e-003**	**0.0422**		**213.4082**	**213.4082**	**0.0141**	**2.3000e-004**	**213.8303**

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0826	0.3347	0.7747	1.9800e-003	0.1460	2.4300e-003	0.1484	0.0391	2.2900e-003	0.0414		200.8062	200.8062	0.0139		201.1535
Unmitigated	0.0826	0.3347	0.7747	1.9800e-003	0.1460	2.4300e-003	0.1484	0.0391	2.2900e-003	0.0414		200.8062	200.8062	0.0139		201.1535

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Automobile Care Center	51.24	51.24	25.66	63,738	63,738
Total	51.24	51.24	25.66	63,738	63,738

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Automobile Care Center	16.60	8.40	6.90	33.00	48.00	19.00	21	51	28

4.4 Fleet Mix

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

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

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

NaturalGas Mitigated	1.1600e-003	0.0105	8.8200e-003	6.0000e-005		8.0000e-004	8.0000e-004		8.0000e-004	8.0000e-004		12.6015	12.6015	2.4000e-004	2.3000e-004	12.6763
NaturalGas Unmitigated	1.1600e-003	0.0105	8.8200e-003	6.0000e-005		8.0000e-004	8.0000e-004		8.0000e-004	8.0000e-004		12.6015	12.6015	2.4000e-004	2.3000e-004	12.6763

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					
Automobile Care Center	107.112	1.1600e-003	0.0105	8.8200e-003	6.0000e-005		8.0000e-004	8.0000e-004		8.0000e-004	8.0000e-004		12.6015	12.6015	2.4000e-004	2.3000e-004	12.6763
Total		**1.1600e-003**	**0.0105**	**8.8200e-003**	**6.0000e-005**		**8.0000e-004**	**8.0000e-004**		**8.0000e-004**	**8.0000e-004**		**12.6015**	**12.6015**	**2.4000e-004**	**2.3000e-004**	**12.6763**

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					
Automobile Care Center	0.107112	1.1600e-003	0.0105	8.8200e-003	6.0000e-005		8.0000e-004	8.0000e-004		8.0000e-004	8.0000e-004		12.6015	12.6015	2.4000e-004	2.3000e-004	12.6763
Total		**1.1600e-003**	**0.0105**	**8.8200e-003**	**6.0000e-005**		**8.0000e-004**	**8.0000e-004**		**8.0000e-004**	**8.0000e-004**		**12.6015**	**12.6015**	**2.4000e-004**	**2.3000e-004**	**12.6763**

6.0 Area Detail

6.1 Mitigation Measures Area

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

Category	lb/day										lb/day					
Mitigated	0.0483	0.0000	2.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		4.7000e-004	4.7000e-004	0.0000		5.0000e-004
Unmitigated	0.0483	0.0000	2.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		4.7000e-004	4.7000e-004	0.0000		5.0000e-004

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	5.4900e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0428					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.0000e-005	0.0000	2.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		4.7000e-004	4.7000e-004	0.0000		5.0000e-004
Total	**0.0483**	**0.0000**	**2.2000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**4.7000e-004**	**4.7000e-004**	**0.0000**		**5.0000e-004**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	5.4900e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0428					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.0000e-005	0.0000	2.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		4.7000e-004	4.7000e-004	0.0000		5.0000e-004
Total	**0.0483**	**0.0000**	**2.2000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**4.7000e-004**	**4.7000e-004**	**0.0000**		**5.0000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

4575 Santa Monica Boulevard Future - Los Angeles-South Coast County, Summer

4575 Santa Monica Boulevard Future

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Low Rise	16.00	Dwelling Unit	0.12	11,187.00	46
Enclosed Parking with Elevator	8.00	Space	0.00	3,200.00	0

1.2 Other Project Characteristics

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

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Developer information

Construction Phase - Consultant assumptions

Demolition - City of Los Angeles ZIMAS database

Trips and VMT - Consultant assumptions

Woodstoves - Developer information

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

Table Name	Column Name	Default Value	New Value

tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	0.00	1,080.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	0.00	3,240.00
tblArchitecturalCoating	ConstArea_Parking	192.00	0.00
tblArchitecturalCoating	ConstArea_Residential_Exterior	7,551.00	0.00
tblArchitecturalCoating	ConstArea_Residential_Interior	22,654.00	0.00
tblAreaCoating	Area_Nonresidential_Exterior	0	1080
tblAreaCoating	Area_Nonresidential_Interior	0	3240
tblAreaCoating	Area_Parking	192	0
tblAreaCoating	Area_Residential_Exterior	7551	0
tblAreaCoating	Area_Residential_Interior	22654	0
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	46
tblConstructionPhase	NumDays	5.00	65.00
tblConstructionPhase	NumDays	100.00	348.00
tblConstructionPhase	NumDays	10.00	22.00
tblConstructionPhase	NumDays	1.00	20.00
tblConstructionPhase	PhaseEndDate	6/11/2020	6/30/2021
tblConstructionPhase	PhaseEndDate	6/4/2020	6/30/2021
tblConstructionPhase	PhaseEndDate	1/15/2020	1/31/2020
tblConstructionPhase	PhaseEndDate	1/16/2020	2/28/2020
tblConstructionPhase	PhaseStartDate	6/5/2020	4/1/2021
tblConstructionPhase	PhaseStartDate	1/17/2020	3/2/2020
tblConstructionPhase	PhaseStartDate	1/16/2020	2/3/2020
tblFireplaces	NumberGas	13.60	0.00
tblFireplaces	NumberNoFireplace	1.60	16.00
tblFireplaces	NumberWood	0.80	0.00
tblGrading	AcresOfGrading	10.00	0.50
tblLandUse	LandUseSquareFeet	16,000.00	11,187.00
tblLandUse	LotAcreage	1.00	0.12
tblLandUse	LotAcreage	0.07	0.00
tblTripsAndVMT	VendorTripNumber	2.00	10.00

tblTripsAndVMT	WorkerTripNumber	3.00	2.00
tblTripsAndVMT	WorkerTripNumber	13.00	10.00
tblWoodstoves	NumberCatalytic	0.80	0.00
tblWoodstoves	NumberNoncatalytic	0.80	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	0.9433	9.9488	8.1040	0.0152	0.2164	0.5283	0.7041	0.0481	0.4862	0.5343	0.0000	1,497.6141	1,497.6141	0.3773	0.0000	1,507.0475
2021	1.3838	10.5181	9.8184	0.0183	0.1982	0.5447	0.7429	0.0540	0.5087	0.5627	0.0000	1,796.1969	1,796.1969	0.3963	0.0000	1,806.1053
Maximum	**1.3838**	**10.5181**	**9.8184**	**0.0183**	**0.2164**	**0.5447**	**0.7429**	**0.0540**	**0.5087**	**0.5627**	**0.0000**	**1,796.1969**	**1,796.1969**	**0.3963**	**0.0000**	**1,806.1053**

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	0.9433	9.9488	8.1040	0.0152	0.1101	0.5283	0.6384	0.0320	0.4862	0.5182	0.0000	1,497.6141	1,497.6141	0.3773	0.0000	1,507.0475
2021	1.3838	10.5181	9.8184	0.0183	0.1235	0.5447	0.6682	0.0357	0.5087	0.5444	0.0000	1,796.1968	1,796.1968	0.3963	0.0000	1,806.1053
Maximum	**1.3838**	**10.5181**	**9.8184**	**0.0183**	**0.1235**	**0.5447**	**0.6682**	**0.0357**	**0.5087**	**0.5444**	**0.0000**	**1,796.1968**	**1,796.1968**	**0.3963**	**0.0000**	**1,806.1053**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**43.63**	**0.00**	**9.70**	**33.74**	**0.00**	**3.14**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.2683	0.0153	1.3237	7.0000e-005		7.3000e-003	7.3000e-003		7.3000e-003	7.3000e-003	0.0000	2.3786	2.3786	2.3100e-003	0.0000	2.4363
Energy	6.6700e-003	0.0570	0.0243	3.6000e-004		4.6100e-003	4.6100e-003		4.6100e-003	4.6100e-003		72.7984	72.7984	1.4000e-003	1.3300e-003	73.2310
Mobile	0.2222	1.0465	3.0509	0.0105	0.8324	8.6700e-003	0.8411	0.2228	8.0900e-003	0.2309		1,069.9267	1,069.9267	0.0556		1,071.3155
Total	**0.4972**	**1.1188**	**4.3988**	**0.0110**	**0.8324**	**0.0206**	**0.8530**	**0.2228**	**0.0200**	**0.2428**	**0.0000**	**1,145.1037**	**1,145.1037**	**0.0593**	**1.3300e-003**	**1,146.9829**

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	0.2683	0.0153	1.3237	7.0000e-005		7.3000e-003	7.3000e-003		7.3000e-003	7.3000e-003	0.0000	2.3786	2.3786	2.3100e-003	0.0000	2.4363
Energy	6.6700e-003	0.0570	0.0243	3.6000e-004		4.6100e-003	4.6100e-003		4.6100e-003	4.6100e-003		72.7984	72.7984	1.4000e-003	1.3300e-003	73.2310
Mobile	0.2222	1.0465	3.0509	0.0105	0.8324	8.6700e-003	0.8411	0.2228	8.0900e-003	0.2309		1,069.9267	1,069.9267	0.0556		1,071.3155
Total	**0.4972**	**1.1188**	**4.3988**	**0.0110**	**0.8324**	**0.0206**	**0.8530**	**0.2228**	**0.0200**	**0.2428**	**0.0000**	**1,145.1037**	**1,145.1037**	**0.0593**	**1.3300e-003**	**1,146.9829**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/2/2020	1/31/2020	5	22	
2	Site Preparation	Site Preparation	2/3/2020	2/28/2020	5	20	
3	Building Construction	Building Construction	3/2/2020	6/30/2021	5	348	
4	Architectural Coating	Architectural Coating	4/1/2021	6/30/2021	5	65	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 3,240; Non-Residential Outdoor: 1,080; Striped Parking Area: 0

OffRoad Equipment

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

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	1	2.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	10.00	10.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Demolition	4	10.00	0.00	10.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Replace Ground Cover

Water Exposed Area

Clean Paved Roads

3.2 Demolition - 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					0.0967	0.0000	0.0967	0.0146	0.0000	0.0146			0.0000			0.0000
Off-Road	0.8674	7.8729	7.6226	0.0120		0.4672	0.4672		0.4457	0.4457		1,147.2352	1,147.2352	0.2169		1,152.6578
Total	**0.8674**	**7.8729**	**7.6226**	**0.0120**	**0.0967**	**0.4672**	**0.5639**	**0.0146**	**0.4457**	**0.4603**		**1,147.2352**	**1,147.2352**	**0.2169**		**1,152.6578**

Unmitigated Construction Off-Site

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

Category	lb/day											lb/day					
Hauling	3.9700e-003	0.1307	0.0290	3.6000e-004	7.9500e-003	4.2000e-004	8.3600e-003	2.1800e-003	4.0000e-004	2.5800e-003		38.9015	38.9015	2.6500e-003		38.9676
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0460	0.0327	0.4378	1.1800e-003	0.1118	9.3000e-004	0.1127	0.0296	8.6000e-004	0.0305		117.6113	117.6113	3.7100e-003		117.7040
Total	**0.0500**	**0.1634**	**0.4668**	**1.5400e-003**	**0.1197**	**1.3500e-003**	**0.1211**	**0.0318**	**1.2600e-003**	**0.0331**		**156.5127**	**156.5127**	**6.3600e-003**		**156.6716**

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					0.0358	0.0000	0.0358	5.4200e-003	0.0000	5.4200e-003			0.0000			0.0000
Off-Road	0.8674	7.8729	7.6226	0.0120		0.4672	0.4672		0.4457	0.4457	0.0000	1,147.2352	1,147.2352	0.2169		1,152.6578
Total	**0.8674**	**7.8729**	**7.6226**	**0.0120**	**0.0358**	**0.4672**	**0.5030**	**5.4200e-003**	**0.4457**	**0.4511**	**0.0000**	**1,147.2352**	**1,147.2352**	**0.2169**		**1,152.6578**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	3.9700e-003	0.1307	0.0290	3.6000e-004	5.1800e-003	4.2000e-004	5.6000e-003	1.5000e-003	4.0000e-004	1.9000e-003		38.9015	38.9015	2.6500e-003		38.9676
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0460	0.0327	0.4378	1.1800e-003	0.0671	9.3000e-004	0.0680	0.0187	8.6000e-004	0.0195		117.6113	117.6113	3.7100e-003		117.7040

Total	**0.0500**	**0.1634**	**0.4668**	**1.5400e-003**	**0.0723**	**1.3500e-003**	**0.0736**	**0.0202**	**1.2600e-003**	**0.0214**		**156.5127**	**156.5127**	**6.3600e-003**		**156.6716**

3.3 Site Preparation - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0265	0.0000	0.0265	2.8600e-003	0.0000	2.8600e-003			0.0000			0.0000
Off-Road	0.6853	8.4307	4.0942	9.7400e-003		0.3353	0.3353		0.3085	0.3085		943.4872	943.4872	0.3051		951.1158
Total	**0.6853**	**8.4307**	**4.0942**	**9.7400e-003**	**0.0265**	**0.3353**	**0.3619**	**2.8600e-003**	**0.3085**	**0.3114**		**943.4872**	**943.4872**	**0.3051**		**951.1158**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0230	0.0164	0.2189	5.9000e-004	0.0559	4.7000e-004	0.0564	0.0148	4.3000e-004	0.0153		58.8056	58.8056	1.8500e-003		58.8520
Total	**0.0230**	**0.0164**	**0.2189**	**5.9000e-004**	**0.0559**	**4.7000e-004**	**0.0564**	**0.0148**	**4.3000e-004**	**0.0153**		**58.8056**	**58.8056**	**1.8500e-003**		**58.8520**

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					9.8200e-003	0.0000	9.8200e-003	1.0600e-003	0.0000	1.0600e-003			0.0000			0.0000
Off-Road	0.6853	8.4307	4.0942	9.7400e-003		0.3353	0.3353		0.3085	0.3085	0.0000	943.4872	943.4872	0.3051		951.1158
Total	**0.6853**	**8.4307**	**4.0942**	**9.7400e-003**	**9.8200e-003**	**0.3353**	**0.3452**	**1.0600e-003**	**0.3085**	**0.3096**	**0.0000**	**943.4872**	**943.4872**	**0.3051**		**951.1158**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0230	0.0164	0.2189	5.9000e-004	0.0335	4.7000e-004	0.0340	9.3400e-003	4.3000e-004	9.7700e-003		58.8056	58.8056	1.8500e-003		58.8520
Total	**0.0230**	**0.0164**	**0.2189**	**5.9000e-004**	**0.0335**	**4.7000e-004**	**0.0340**	**9.3400e-003**	**4.3000e-004**	**9.7700e-003**		**58.8056**	**58.8056**	**1.8500e-003**		**58.8520**

3.4 Building Construction - 2020

Unmitigated Construction On-Site

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

Off-Road	0.8617	8.8523	7.3875	0.0114		0.5224	0.5224		0.4806	0.4806		1,102.9781	1,102.9781	0.3567		1,111.8962
Total	**0.8617**	**8.8523**	**7.3875**	**0.0114**		**0.5224**	**0.5224**		**0.4806**	**0.4806**		**1,102.9781**	**1,102.9781**	**0.3567**		**1,111.8962**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0356	1.0637	0.2787	2.5900e-003	0.0640	5.0100e-003	0.0690	0.0184	4.7900e-003	0.0232		277.0247	277.0247	0.0169		277.4473
Worker	0.0460	0.0327	0.4378	1.1800e-003	0.1118	9.3000e-004	0.1127	0.0296	8.6000e-004	0.0305		117.6113	117.6113	3.7100e-003		117.7040
Total	**0.0816**	**1.0965**	**0.7166**	**3.7700e-003**	**0.1758**	**5.9400e-003**	**0.1817**	**0.0481**	**5.6500e-003**	**0.0537**		**394.6360**	**394.6360**	**0.0206**		**395.1513**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8617	8.8523	7.3875	0.0114		0.5224	0.5224		0.4806	0.4806	0.0000	1,102.9781	1,102.9781	0.3567		1,111.8962
Total	**0.8617**	**8.8523**	**7.3875**	**0.0114**		**0.5224**	**0.5224**		**0.4806**	**0.4806**	**0.0000**	**1,102.9781**	**1,102.9781**	**0.3567**		**1,111.8962**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0356	1.0637	0.2787	2.5900e-003	0.0430	5.0100e-003	0.0480	0.0133	4.7900e-003	0.0181		277.0247	277.0247	0.0169		277.4473
Worker	0.0460	0.0327	0.4378	1.1800e-003	0.0671	9.3000e-004	0.0680	0.0187	8.6000e-004	0.0195		117.6113	117.6113	3.7100e-003		117.7040
Total	**0.0816**	**1.0965**	**0.7166**	**3.7700e-003**	**0.1101**	**5.9400e-003**	**0.1161**	**0.0320**	**5.6500e-003**	**0.0376**		**394.6360**	**394.6360**	**0.0206**		**395.1513**

3.4 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117		1,103.2158	1,103.2158	0.3568		1,112.1358
Total	**0.7750**	**7.9850**	**7.2637**	**0.0114**		**0.4475**	**0.4475**		**0.4117**	**0.4117**		**1,103.2158**	**1,103.2158**	**0.3568**		**1,112.1358**

Unmitigated Construction Off-Site

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

Category	lb/day											lb/day				
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0304	0.9709	0.2538	2.5700e-003	0.0640	1.9900e-003	0.0660	0.0184	1.9000e-003	0.0203		274.8806	274.8806	0.0162		275.2855
Worker	0.0429	0.0295	0.4028	1.1400e-003	0.1118	9.0000e-004	0.1127	0.0296	8.3000e-004	0.0305		113.8770	113.8770	3.3600e-003		113.9609
Total	**0.0733**	**1.0004**	**0.6566**	**3.7100e-003**	**0.1758**	**2.8900e-003**	**0.1787**	**0.0481**	**2.7300e-003**	**0.0508**		**388.7576**	**388.7576**	**0.0196**		**389.2464**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117	0.0000	1,103.2158	1,103.2158	0.3568		1,112.1358
Total	**0.7750**	**7.9850**	**7.2637**	**0.0114**		**0.4475**	**0.4475**		**0.4117**	**0.4117**	**0.0000**	**1,103.2158**	**1,103.2158**	**0.3568**		**1,112.1358**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0304	0.9709	0.2538	2.5700e-003	0.0430	1.9900e-003	0.0450	0.0133	1.9000e-003	0.0152		274.8806	274.8806	0.0162		275.2855
Worker	0.0429	0.0295	0.4028	1.1400e-003	0.0671	9.0000e-004	0.0680	0.0187	8.3000e-004	0.0195		113.8770	113.8770	3.3600e-003		113.9609

Total	**0.0733**	**1.0004**	**0.6566**	**3.7100e-003**	**0.1101**	**2.8900e-003**	**0.1130**	**0.0320**	**2.7300e-003**	**0.0347**		**388.7576**	**388.7576**	**0.0196**		**389.2464**

3.5 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	0.3081					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
Total	**0.5270**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**		**281.4481**	**281.4481**	**0.0193**		**281.9309**

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	8.5700e-003	5.8900e-003	0.0806	2.3000e-004	0.0224	1.8000e-004	0.0225	5.9300e-003	1.7000e-004	6.1000e-003		22.7754	22.7754	6.7000e-004		22.7922
Total	**8.5700e-003**	**5.8900e-003**	**0.0806**	**2.3000e-004**	**0.0224**	**1.8000e-004**	**0.0225**	**5.9300e-003**	**1.7000e-004**	**6.1000e-003**		**22.7754**	**22.7754**	**6.7000e-004**		**22.7922**

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	0.3081					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
Total	**0.5270**	**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**

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	8.5700e-003	5.8900e-003	0.0806	2.3000e-004	0.0134	1.8000e-004	0.0136	3.7300e-003	1.7000e-004	3.9000e-003		22.7754	22.7754	6.7000e-004		22.7922
Total	**8.5700e-003**	**5.8900e-003**	**0.0806**	**2.3000e-004**	**0.0134**	**1.8000e-004**	**0.0136**	**3.7300e-003**	**1.7000e-004**	**3.9000e-003**		**22.7754**	**22.7754**	**6.7000e-004**		**22.7922**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.2222	1.0465	3.0509	0.0105	0.8324	8.6700e-003	0.8411	0.2228	8.0900e-003	0.2309		1,069.9267	1,069.9267	0.0556		1,071.3155
Unmitigated	0.2222	1.0465	3.0509	0.0105	0.8324	8.6700e-003	0.8411	0.2228	8.0900e-003	0.2309		1,069.9267	1,069.9267	0.0556		1,071.3155

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	105.44	114.56	97.12	360,695	360,695
Enclosed Parking with Elevator	0.00	0.00	0.00		
Total	105.44	114.56	97.12	360,695	360,695

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	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

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

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	6.6700e-003	0.0570	0.0243	3.6000e-004		4.6100e-003	4.6100e-003		4.6100e-003	4.6100e-003		72.7984	72.7984	1.4000e-003	1.3300e-003	73.2310
NaturalGas Unmitigated	6.6700e-003	0.0570	0.0243	3.6000e-004		4.6100e-003	4.6100e-003		4.6100e-003	4.6100e-003		72.7984	72.7984	1.4000e-003	1.3300e-003	73.2310

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	618.787	6.6700e-003	0.0570	0.0243	3.6000e-004		4.6100e-003	4.6100e-003		4.6100e-003	4.6100e-003		72.7984	72.7984	1.4000e-003	1.3300e-003	73.2310
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**6.6700e-003**	**0.0570**	**0.0243**	**3.6000e-004**		**4.6100e-003**	**4.6100e-003**		**4.6100e-003**	**4.6100e-003**		**72.7984**	**72.7984**	**1.4000e-003**	**1.3300e-003**	**73.2310**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	0.618787	6.6700e-003	0.0570	0.0243	3.6000e-004		4.6100e-003	4.6100e-003		4.6100e-003	4.6100e-003		72.7984	72.7984	1.4000e-003	1.3300e-003	73.2310
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**6.6700e-003**	**0.0570**	**0.0243**	**3.6000e-004**		**4.6100e-003**	**4.6100e-003**		**4.6100e-003**	**4.6100e-003**		**72.7984**	**72.7984**	**1.4000e-003**	**1.3300e-003**	**73.2310**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.2683	0.0153	1.3237	7.0000e-005		7.3000e-003	7.3000e-003		7.3000e-003	7.3000e-003	0.0000	2.3786	2.3786	2.3100e-003	0.0000	2.4363
Unmitigated	0.2683	0.0153	1.3237	7.0000e-005		7.3000e-003	7.3000e-003		7.3000e-003	7.3000e-003	0.0000	2.3786	2.3786	2.3100e-003	0.0000	2.4363

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	5.4900e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2226					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0402	0.0153	1.3237	7.0000e-005		7.3000e-003	7.3000e-003		7.3000e-003	7.3000e-003		2.3786	2.3786	2.3100e-003		2.4363
Total	**0.2683**	**0.0153**	**1.3237**	**7.0000e-005**		**7.3000e-003**	**7.3000e-003**		**7.3000e-003**	**7.3000e-003**	**0.0000**	**2.3786**	**2.3786**	**2.3100e-003**	**0.0000**	**2.4363**

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	5.4900e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2226					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0402	0.0153	1.3237	7.0000e-005		7.3000e-003	7.3000e-003		7.3000e-003	7.3000e-003		2.3786	2.3786	2.3100e-003		2.4363
Total	**0.2683**	**0.0153**	**1.3237**	**7.0000e-005**		**7.3000e-003**	**7.3000e-003**		**7.3000e-003**	**7.3000e-003**	**0.0000**	**2.3786**	**2.3786**	**2.3100e-003**	**0.0000**	**2.4363**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

4575 Santa Monica Boulevard Future - Los Angeles-South Coast County, Annual

4575 Santa Monica Boulevard Future

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Low Rise	16.00	Dwelling Unit	0.12	11,187.00	46
Enclosed Parking with Elevator	8.00	Space	0.00	3,200.00	0

1.2 Other Project Characteristics

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

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Developer information

Construction Phase - Consultant assumptions

Demolition - City of Los Angeles ZIMAS database

Trips and VMT - Consultant assumptions

Woodstoves - Developer information

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

Table Name	Column Name	Default Value	New Value

tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	0.00	1,080.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	0.00	3,240.00
tblArchitecturalCoating	ConstArea_Parking	192.00	0.00
tblArchitecturalCoating	ConstArea_Residential_Exterior	7,551.00	0.00
tblArchitecturalCoating	ConstArea_Residential_Interior	22,654.00	0.00
tblAreaCoating	Area_Nonresidential_Exterior	0	1080
tblAreaCoating	Area_Nonresidential_Interior	0	3240
tblAreaCoating	Area_Parking	192	0
tblAreaCoating	Area_Residential_Exterior	7551	0
tblAreaCoating	Area_Residential_Interior	22654	0
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	46
tblConstructionPhase	NumDays	5.00	65.00
tblConstructionPhase	NumDays	100.00	348.00
tblConstructionPhase	NumDays	10.00	22.00
tblConstructionPhase	NumDays	1.00	20.00
tblConstructionPhase	PhaseEndDate	6/11/2020	6/30/2021
tblConstructionPhase	PhaseEndDate	6/4/2020	6/30/2021
tblConstructionPhase	PhaseEndDate	1/15/2020	1/31/2020
tblConstructionPhase	PhaseEndDate	1/16/2020	2/28/2020
tblConstructionPhase	PhaseStartDate	6/5/2020	4/1/2021
tblConstructionPhase	PhaseStartDate	1/17/2020	3/2/2020
tblConstructionPhase	PhaseStartDate	1/16/2020	2/3/2020
tblFireplaces	NumberGas	13.60	0.00
tblFireplaces	NumberNoFireplace	1.60	16.00
tblFireplaces	NumberWood	0.80	0.00
tblGrading	AcresOfGrading	10.00	0.50
tblLandUse	LandUseSquareFeet	16,000.00	11,187.00
tblLandUse	LotAcreage	1.00	0.12
tblLandUse	LotAcreage	0.07	0.00
tblTripsAndVMT	VendorTripNumber	2.00	10.00

tblTripsAndVMT	WorkerTripNumber	3.00	2.00
tblTripsAndVMT	WorkerTripNumber	13.00	10.00
tblWoodstoves	NumberCatalytic	0.80	0.00
tblWoodstoves	NumberNoncatalytic	0.80	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.1206	1.2651	1.0178	1.9000e-003	0.0221	0.0664	0.0884	5.8600e-003	0.0613	0.0671	0.0000	169.9797	169.9797	0.0425	0.0000	171.0429
2021	0.0722	0.6307	0.5717	1.0700e-003	0.0118	0.0321	0.0440	3.2400e-003	0.0298	0.0330	0.0000	95.7713	95.7713	0.0226	0.0000	96.3371
Maximum	**0.1206**	**1.2651**	**1.0178**	**1.9000e-003**	**0.0221**	**0.0664**	**0.0884**	**5.8600e-003**	**0.0613**	**0.0671**	**0.0000**	**169.9797**	**169.9797**	**0.0425**	**0.0000**	**171.0429**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.1206	1.2651	1.0178	1.9000e-003	0.0135	0.0664	0.0798	3.8300e-003	0.0613	0.0651	0.0000	169.9796	169.9796	0.0425	0.0000	171.0428
2021	0.0722	0.6307	0.5717	1.0700e-003	7.4200e-003	0.0321	0.0395	2.1500e-003	0.0298	0.0320	0.0000	95.7713	95.7713	0.0226	0.0000	96.3370
Maximum	**0.1206**	**1.2651**	**1.0178**	**1.9000e-003**	**0.0135**	**0.0664**	**0.0798**	**3.8300e-003**	**0.0613**	**0.0651**	**0.0000**	**169.9796**	**169.9796**	**0.0425**	**0.0000**	**171.0428**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**38.38**	**0.00**	**9.83**	**34.29**	**0.00**	**3.12**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	1-2-2020	4-1-2020	0.3018	0.3018
2	4-2-2020	7-1-2020	0.3540	0.3540
3	7-2-2020	10-1-2020	0.3579	0.3579
4	10-2-2020	1-1-2021	0.3578	0.3578
5	1-2-2021	4-1-2021	0.3171	0.3171
6	4-2-2021	7-1-2021	0.3826	0.3826
		Highest	0.3826	0.3826

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0467	1.9100e-003	0.1655	1.0000e-005		9.1000e-004	9.1000e-004		9.1000e-004	9.1000e-004	0.0000	0.2697	0.2697	2.6000e-004	0.0000	0.2763
Energy	1.2200e-003	0.0104	4.4300e-003	7.0000e-005		8.4000e-004	8.4000e-004		8.4000e-004	8.4000e-004	0.0000	59.1950	59.1950	1.3400e-003	4.5000e-004	59.3631
Mobile	0.0354	0.1835	0.4925	1.7000e-003	0.1369	1.4500e-003	0.1384	0.0367	1.3600e-003	0.0381	0.0000	157.0592	157.0592	8.3900e-003	0.0000	157.2688
Waste						0.0000	0.0000		0.0000	0.0000	1.4940	0.0000	1.4940	0.0883	0.0000	3.7014
Water						0.0000	0.0000		0.0000	0.0000	0.3307	11.6268	11.9576	0.0342	8.6000e-004	13.0696
Total	**0.0833**	**0.1958**	**0.6624**	**1.7800e-003**	**0.1369**	**3.2000e-003**	**0.1401**	**0.0367**	**3.1100e-003**	**0.0398**	**1.8247**	**228.1507**	**229.9754**	**0.1325**	**1.3100e-003**	**233.6791**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0467	1.9100e-003	0.1655	1.0000e-005		9.1000e-004	9.1000e-004		9.1000e-004	9.1000e-004	0.0000	0.2697	0.2697	2.6000e-004	0.0000	0.2763
Energy	1.2200e-003	0.0104	4.4300e-003	7.0000e-005		8.4000e-004	8.4000e-004		8.4000e-004	8.4000e-004	0.0000	59.1950	59.1950	1.3400e-003	4.5000e-004	59.3631
Mobile	0.0354	0.1835	0.4925	1.7000e-003	0.1369	1.4500e-003	0.1384	0.0367	1.3600e-003	0.0381	0.0000	157.0592	157.0592	8.3900e-003	0.0000	157.2688
Waste						0.0000	0.0000		0.0000	0.0000	1.4940	0.0000	1.4940	0.0883	0.0000	3.7014
Water						0.0000	0.0000		0.0000	0.0000	0.3307	11.6268	11.9576	0.0342	8.6000e-004	13.0696
Total	**0.0833**	**0.1958**	**0.6624**	**1.7800e-003**	**0.1369**	**3.2000e-003**	**0.1401**	**0.0367**	**3.1100e-003**	**0.0398**	**1.8247**	**228.1507**	**229.9754**	**0.1325**	**1.3100e-003**	**233.6791**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/2/2020	1/31/2020	5	22	
2	Site Preparation	Site Preparation	2/3/2020	2/28/2020	5	20	
3	Building Construction	Building Construction	3/2/2020	6/30/2021	5	348	
4	Architectural Coating	Architectural Coating	4/1/2021	6/30/2021	5	65	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 3,240; Non-Residential Outdoor: 1,080; Striped Parking Area: 0

OffRoad Equipment

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

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	1	2.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	10.00	10.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Demolition	4	10.00	0.00	10.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Replace Ground Cover

Water Exposed Area

Clean Paved Roads

3.2 Demolition - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.0600e-003	0.0000	1.0600e-003	1.6000e-004	0.0000	1.6000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.5400e-003	0.0866	0.0839	1.3000e-004		5.1400e-003	5.1400e-003		4.9000e-003	4.9000e-003	0.0000	11.4483	11.4483	2.1600e-003	0.0000	11.5024
Total	**9.5400e-003**	**0.0866**	**0.0839**	**1.3000e-004**	**1.0600e-003**	**5.1400e-003**	**6.2000e-003**	**1.6000e-004**	**4.9000e-003**	**5.0600e-003**	**0.0000**	**11.4483**	**11.4483**	**2.1600e-003**	**0.0000**	**11.5024**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.0000e-005	1.4800e-003	3.3000e-004	0.0000	9.0000e-005	0.0000	9.0000e-005	2.0000e-005	0.0000	3.0000e-005	0.0000	0.3854	0.3854	3.0000e-005	0.0000	0.3861
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.1000e-004	4.1000e-004	4.5300e-003	1.0000e-005	1.2100e-003	1.0000e-005	1.2200e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.1235	1.1235	4.0000e-005	0.0000	1.1244
Total	**5.5000e-004**	**1.8900e-003**	**4.8600e-003**	**1.0000e-005**	**1.3000e-003**	**1.0000e-005**	**1.3100e-003**	**3.4000e-004**	**1.0000e-005**	**3.6000e-004**	**0.0000**	**1.5089**	**1.5089**	**7.0000e-005**	**0.0000**	**1.5104**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					3.9000e-004	0.0000	3.9000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.5400e-003	0.0866	0.0839	1.3000e-004		5.1400e-003	5.1400e-003		4.9000e-003	4.9000e-003	0.0000	11.4483	11.4483	2.1600e-003	0.0000	11.5024

Total	**9.5400e-003**	**0.0866**	**0.0839**	**1.3000e-004**	**3.9000e-004**	**5.1400e-003**	**5.5300e-003**	**6.0000e-005**	**4.9000e-003**	**4.9600e-003**	**0.0000**	**11.4483**	**11.4483**	**2.1600e-003**	**0.0000**	**11.5024**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.0000e-005	1.4800e-003	3.3000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.3854	0.3854	3.0000e-005	0.0000	0.3861
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.1000e-004	4.1000e-004	4.5300e-003	1.0000e-005	7.2000e-004	1.0000e-005	7.4000e-004	2.0000e-004	1.0000e-005	2.1000e-004	0.0000	1.1235	1.1235	4.0000e-005	0.0000	1.1244
Total	**5.5000e-004**	**1.8900e-003**	**4.8600e-003**	**1.0000e-005**	**7.8000e-004**	**1.0000e-005**	**8.0000e-004**	**2.2000e-004**	**1.0000e-005**	**2.3000e-004**	**0.0000**	**1.5089**	**1.5089**	**7.0000e-005**	**0.0000**	**1.5104**

3.3 Site Preparation - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.8500e-003	0.0843	0.0409	1.0000e-004		3.3500e-003	3.3500e-003		3.0900e-003	3.0900e-003	0.0000	8.5592	8.5592	2.7700e-003	0.0000	8.6284
Total	**6.8500e-003**	**0.0843**	**0.0409**	**1.0000e-004**	**2.7000e-004**	**3.3500e-003**	**3.6200e-003**	**3.0000e-005**	**3.0900e-003**	**3.1200e-003**	**0.0000**	**8.5592**	**8.5592**	**2.7700e-003**	**0.0000**	**8.6284**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.3000e-004	1.9000e-004	2.0600e-003	1.0000e-005	5.5000e-004	0.0000	5.5000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.5107	0.5107	2.0000e-005	0.0000	0.5111
Total	**2.3000e-004**	**1.9000e-004**	**2.0600e-003**	**1.0000e-005**	**5.5000e-004**	**0.0000**	**5.5000e-004**	**1.5000e-004**	**0.0000**	**1.5000e-004**	**0.0000**	**0.5107**	**0.5107**	**2.0000e-005**	**0.0000**	**0.5111**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.0000e-004	0.0000	1.0000e-004	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.8500e-003	0.0843	0.0409	1.0000e-004		3.3500e-003	3.3500e-003		3.0900e-003	3.0900e-003	0.0000	8.5592	8.5592	2.7700e-003	0.0000	8.6284
Total	**6.8500e-003**	**0.0843**	**0.0409**	**1.0000e-004**	**1.0000e-004**	**3.3500e-003**	**3.4500e-003**	**1.0000e-005**	**3.0900e-003**	**3.1000e-003**	**0.0000**	**8.5592**	**8.5592**	**2.7700e-003**	**0.0000**	**8.6284**

Mitigated Construction Off-Site

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

Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.3000e-004	1.9000e-004	2.0600e-003	1.0000e-005	3.3000e-004	0.0000	3.3000e-004	9.0000e-005	0.0000	1.0000e-004	0.0000	0.5107	0.5107	2.0000e-005	0.0000	0.5111
Total	**2.3000e-004**	**1.9000e-004**	**2.0600e-003**	**1.0000e-005**	**3.3000e-004**	**0.0000**	**3.3000e-004**	**9.0000e-005**	**0.0000**	**1.0000e-004**	**0.0000**	**0.5107**	**0.5107**	**2.0000e-005**	**0.0000**	**0.5111**

3.4 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0944	0.9693	0.8089	1.2500e-003		0.0572	0.0572		0.0526	0.0526	0.0000	109.5662	109.5662	0.0354	0.0000	110.4521
Total	**0.0944**	**0.9693**	**0.8089**	**1.2500e-003**		**0.0572**	**0.0572**		**0.0526**	**0.0526**	**0.0000**	**109.5662**	**109.5662**	**0.0354**	**0.0000**	**110.4521**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.9700e-003	0.1187	0.0321	2.8000e-004	6.9000e-003	5.5000e-004	7.4500e-003	1.9900e-003	5.3000e-004	2.5200e-003	0.0000	27.2027	27.2027	1.7300e-003	0.0000	27.2459
Worker	5.0500e-003	4.0800e-003	0.0451	1.2000e-004	0.0120	1.0000e-004	0.0121	3.1900e-003	9.0000e-005	3.2800e-003	0.0000	11.1838	11.1838	3.5000e-004	0.0000	11.1926
Total	**9.0200e-003**	**0.1227**	**0.0772**	**4.0000e-004**	**0.0189**	**6.5000e-004**	**0.0196**	**5.1800e-003**	**6.2000e-004**	**5.8000e-003**	**0.0000**	**38.3865**	**38.3865**	**2.0800e-003**	**0.0000**	**38.4385**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0944	0.9693	0.8089	1.2500e-003		0.0572	0.0572		0.0526	0.0526	0.0000	109.5661	109.5661	0.0354	0.0000	110.4520
Total	**0.0944**	**0.9693**	**0.8089**	**1.2500e-003**		**0.0572**	**0.0572**		**0.0526**	**0.0526**	**0.0000**	**109.5661**	**109.5661**	**0.0354**	**0.0000**	**110.4520**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.9700e-003	0.1187	0.0321	2.8000e-004	4.6500e-003	5.5000e-004	5.2000e-003	1.4400e-003	5.3000e-004	1.9700e-003	0.0000	27.2027	27.2027	1.7300e-003	0.0000	27.2459
Worker	5.0500e-003	4.0800e-003	0.0451	1.2000e-004	7.2100e-003	1.0000e-004	7.3200e-003	2.0100e-003	9.0000e-005	2.1100e-003	0.0000	11.1838	11.1838	3.5000e-004	0.0000	11.1926
Total	**9.0200e-003**	**0.1227**	**0.0772**	**4.0000e-004**	**0.0119**	**6.5000e-004**	**0.0125**	**3.4500e-003**	**6.2000e-004**	**4.0800e-003**	**0.0000**	**38.3865**	**38.3865**	**2.0800e-003**	**0.0000**	**38.4385**

3.4 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0500	0.5150	0.4685	7.3000e-004		0.0289	0.0289		0.0266	0.0266	0.0000	64.5529	64.5529	0.0209	0.0000	65.0749
Total	**0.0500**	**0.5150**	**0.4685**	**7.3000e-004**		**0.0289**	**0.0289**		**0.0266**	**0.0266**	**0.0000**	**64.5529**	**64.5529**	**0.0209**	**0.0000**	**65.0749**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.0000e-003	0.0637	0.0173	1.6000e-004	4.0600e-003	1.3000e-004	4.1900e-003	1.1700e-003	1.2000e-004	1.3000e-003	0.0000	15.8990	15.8990	9.8000e-004	0.0000	15.9234
Worker	2.7800e-003	2.1600e-003	0.0244	7.0000e-005	7.0700e-003	6.0000e-005	7.1300e-003	1.8800e-003	5.0000e-005	1.9300e-003	0.0000	6.3785	6.3785	1.9000e-004	0.0000	6.3832
Total	**4.7800e-003**	**0.0658**	**0.0417**	**2.3000e-004**	**0.0111**	**1.9000e-004**	**0.0113**	**3.0500e-003**	**1.7000e-004**	**3.2300e-003**	**0.0000**	**22.2775**	**22.2775**	**1.1700e-003**	**0.0000**	**22.3066**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0500	0.5150	0.4685	7.3000e-004		0.0289	0.0289		0.0266	0.0266	0.0000	64.5529	64.5529	0.0209	0.0000	65.0748

Total	**0.0500**	**0.5150**	**0.4685**	**7.3000e-004**		**0.0289**	**0.0289**		**0.0266**	**0.0266**	**0.0000**	**64.5529**	**64.5529**	**0.0209**	**0.0000**	**65.0748**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.0000e-003	0.0637	0.0173	1.6000e-004	2.7400e-003	1.3000e-004	2.8700e-003	8.5000e-004	1.2000e-004	9.7000e-004	0.0000	15.8990	15.8990	9.8000e-004	0.0000	15.9234
Worker	2.7800e-003	2.1600e-003	0.0244	7.0000e-005	4.2500e-003	6.0000e-005	4.3100e-003	1.1900e-003	5.0000e-005	1.2400e-003	0.0000	6.3785	6.3785	1.9000e-004	0.0000	6.3832
Total	**4.7800e-003**	**0.0658**	**0.0417**	**2.3000e-004**	**6.9900e-003**	**1.9000e-004**	**7.1800e-003**	**2.0400e-003**	**1.7000e-004**	**2.2100e-003**	**0.0000**	**22.2775**	**22.2775**	**1.1700e-003**	**0.0000**	**22.3066**

3.5 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	tons/yr										MT/yr					
Archit. Coating	0.0100					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.1100e-003	0.0496	0.0591	1.0000e-004		3.0600e-003	3.0600e-003		3.0600e-003	3.0600e-003	0.0000	8.2981	8.2981	5.7000e-004	0.0000	8.3123
Total	**0.0171**	**0.0496**	**0.0591**	**1.0000e-004**		**3.0600e-003**	**3.0600e-003**		**3.0600e-003**	**3.0600e-003**	**0.0000**	**8.2981**	**8.2981**	**5.7000e-004**	**0.0000**	**8.3123**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-004	2.2000e-004	2.4600e-003	1.0000e-005	7.1000e-004	1.0000e-005	7.2000e-004	1.9000e-004	1.0000e-005	1.9000e-004	0.0000	0.6428	0.6428	2.0000e-005	0.0000	0.6433
Total	**2.8000e-004**	**2.2000e-004**	**2.4600e-003**	**1.0000e-005**	**7.1000e-004**	**1.0000e-005**	**7.2000e-004**	**1.9000e-004**	**1.0000e-005**	**1.9000e-004**	**0.0000**	**0.6428**	**0.6428**	**2.0000e-005**	**0.0000**	**0.6433**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0100					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.1100e-003	0.0496	0.0591	1.0000e-004		3.0600e-003	3.0600e-003		3.0600e-003	3.0600e-003	0.0000	8.2981	8.2981	5.7000e-004	0.0000	8.3123
Total	**0.0171**	**0.0496**	**0.0591**	**1.0000e-004**		**3.0600e-003**	**3.0600e-003**		**3.0600e-003**	**3.0600e-003**	**0.0000**	**8.2981**	**8.2981**	**5.7000e-004**	**0.0000**	**8.3123**

Mitigated Construction Off-Site

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

Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-004	2.2000e-004	2.4600e-003	1.0000e-005	4.3000e-004	1.0000e-005	4.3000e-004	1.2000e-004	1.0000e-005	1.2000e-004	0.0000	0.6428	0.6428	2.0000e-005	0.0000	0.6433
Total	**2.8000e-004**	**2.2000e-004**	**2.4600e-003**	**1.0000e-005**	**4.3000e-004**	**1.0000e-005**	**4.3000e-004**	**1.2000e-004**	**1.0000e-005**	**1.2000e-004**	**0.0000**	**0.6428**	**0.6428**	**2.0000e-005**	**0.0000**	**0.6433**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0354	0.1835	0.4925	1.7000e-003	0.1369	1.4500e-003	0.1384	0.0367	1.3600e-003	0.0381	0.0000	157.0592	157.0592	8.3900e-003	0.0000	157.2688
Unmitigated	0.0354	0.1835	0.4925	1.7000e-003	0.1369	1.4500e-003	0.1384	0.0367	1.3600e-003	0.0381	0.0000	157.0592	157.0592	8.3900e-003	0.0000	157.2688

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	105.44	114.56	97.12	360,695	360,695
Enclosed Parking with Elevator	0.00	0.00	0.00		
Total	105.44	114.56	97.12	360,695	360,695

4.3 Trip Type Information

	Miles	Trip %	Trip Purpose %

Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	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

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

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	47.1424	47.1424	1.1100e-003	2.3000e-004	47.2389
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	47.1424	47.1424	1.1100e-003	2.3000e-004	47.2389
NaturalGas Mitigated	1.2200e-003	0.0104	4.4300e-003	7.0000e-005		8.4000e-004	8.4000e-004		8.4000e-004	8.4000e-004	0.0000	12.0526	12.0526	2.3000e-004	2.2000e-004	12.1242
NaturalGas Unmitigated	1.2200e-003	0.0104	4.4300e-003	7.0000e-005		8.4000e-004	8.4000e-004		8.4000e-004	8.4000e-004	0.0000	12.0526	12.0526	2.3000e-004	2.2000e-004	12.1242

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	225857	1.2200e-003	0.0104	4.4300e-003	7.0000e-005		8.4000e-004	8.4000e-004		8.4000e-004	8.4000e-004	0.0000	12.0526	12.0526	2.3000e-004	2.2000e-004	12.1242
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**1.2200e-003**	**0.0104**	**4.4300e-003**	**7.0000e-005**		**8.4000e-004**	**8.4000e-004**		**8.4000e-004**	**8.4000e-004**	**0.0000**	**12.0526**	**12.0526**	**2.3000e-004**	**2.2000e-004**	**12.1242**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	225857	1.2200e-003	0.0104	4.4300e-003	7.0000e-005		8.4000e-004	8.4000e-004		8.4000e-004	8.4000e-004	0.0000	12.0526	12.0526	2.3000e-004	2.2000e-004	12.1242
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**1.2200e-003**	**0.0104**	**4.4300e-003**	**7.0000e-005**		**8.4000e-004**	**8.4000e-004**		**8.4000e-004**	**8.4000e-004**	**0.0000**	**12.0526**	**12.0526**	**2.3000e-004**	**2.2000e-004**	**12.1242**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	65890.1	36.6982	8.7000e-004	1.8000e-004	36.7734
Enclosed Parking with Elevator	18752	10.4441	2.5000e-004	5.0000e-005	10.4655

Total		**47.1424**	**1.1200e-003**	**2.3000e-004**	**47.2389**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	65890.1	36.6982	8.7000e-004	1.8000e-004	36.7734
Enclosed Parking with Elevator	18752	10.4441	2.5000e-004	5.0000e-005	10.4655
Total		**47.1424**	**1.1200e-003**	**2.3000e-004**	**47.2389**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0467	1.9100e-003	0.1655	1.0000e-005		9.1000e-004	9.1000e-004		9.1000e-004	9.1000e-004	0.0000	0.2697	0.2697	2.6000e-004	0.0000	0.2763
Unmitigated	0.0467	1.9100e-003	0.1655	1.0000e-005		9.1000e-004	9.1000e-004		9.1000e-004	9.1000e-004	0.0000	0.2697	0.2697	2.6000e-004	0.0000	0.2763

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	1.0000e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0406					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	5.0200e-003	1.9100e-003	0.1655	1.0000e-005		9.1000e-004	9.1000e-004		9.1000e-004	9.1000e-004	0.0000	0.2697	0.2697	2.6000e-004	0.0000	0.2763
Total	**0.0467**	**1.9100e-003**	**0.1655**	**1.0000e-005**		**9.1000e-004**	**9.1000e-004**		**9.1000e-004**	**9.1000e-004**	**0.0000**	**0.2697**	**0.2697**	**2.6000e-004**	**0.0000**	**0.2763**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	1.0000e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0406					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	5.0200e-003	1.9100e-003	0.1655	1.0000e-005		9.1000e-004	9.1000e-004		9.1000e-004	9.1000e-004	0.0000	0.2697	0.2697	2.6000e-004	0.0000	0.2763
Total	**0.0467**	**1.9100e-003**	**0.1655**	**1.0000e-005**		**9.1000e-004**	**9.1000e-004**		**9.1000e-004**	**9.1000e-004**	**0.0000**	**0.2697**	**0.2697**	**2.6000e-004**	**0.0000**	**0.2763**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	11.9576	0.0342	8.6000e-004	13.0696
Unmitigated	11.9576	0.0342	8.6000e-004	13.0696

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	1.04246 / 0.657206	11.9576	0.0342	8.6000e-004	13.0696
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**11.9576**	**0.0342**	**8.6000e-004**	**13.0696**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			

Apartments Low Rise	1.04246 / 0.657206	11.9576	0.0342	8.6000e-004	13.0696
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**11.9576**	**0.0342**	**8.6000e-004**	**13.0696**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	1.4940	0.0883	0.0000	3.7014
Unmitigated	1.4940	0.0883	0.0000	3.7014

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	7.36	1.4940	0.0883	0.0000	3.7014
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000

Total		**1.4940**	**0.0883**	**0.0000**	**3.7014**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	7.36	1.4940	0.0883	0.0000	3.7014
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Total		**1.4940**	**0.0883**	**0.0000**	**3.7014**

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

4575 Santa Monica Boulevard Future - Los Angeles-South Coast County, Winter

4575 Santa Monica Boulevard Future

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Low Rise	16.00	Dwelling Unit	0.12	11,187.00	46
Enclosed Parking with Elevator	8.00	Space	0.00	3,200.00	0

1.2 Other Project Characteristics

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

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Developer information

Construction Phase - Consultant assumptions

Demolition - City of Los Angeles ZIMAS database

Trips and VMT - Consultant assumptions

Woodstoves - Developer information

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

Table Name	Column Name	Default Value	New Value

tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	0.00	1,080.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	0.00	3,240.00
tblArchitecturalCoating	ConstArea_Parking	192.00	0.00
tblArchitecturalCoating	ConstArea_Residential_Exterior	7,551.00	0.00
tblArchitecturalCoating	ConstArea_Residential_Interior	22,654.00	0.00
tblAreaCoating	Area_Nonresidential_Exterior	0	1080
tblAreaCoating	Area_Nonresidential_Interior	0	3240
tblAreaCoating	Area_Parking	192	0
tblAreaCoating	Area_Residential_Exterior	7551	0
tblAreaCoating	Area_Residential_Interior	22654	0
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	46
tblConstructionPhase	NumDays	5.00	65.00
tblConstructionPhase	NumDays	100.00	348.00
tblConstructionPhase	NumDays	10.00	22.00
tblConstructionPhase	NumDays	1.00	20.00
tblConstructionPhase	PhaseEndDate	6/11/2020	6/30/2021
tblConstructionPhase	PhaseEndDate	6/4/2020	6/30/2021
tblConstructionPhase	PhaseEndDate	1/15/2020	1/31/2020
tblConstructionPhase	PhaseEndDate	1/16/2020	2/28/2020
tblConstructionPhase	PhaseStartDate	6/5/2020	4/1/2021
tblConstructionPhase	PhaseStartDate	1/17/2020	3/2/2020
tblConstructionPhase	PhaseStartDate	1/16/2020	2/3/2020
tblFireplaces	NumberGas	13.60	0.00
tblFireplaces	NumberNoFireplace	1.60	16.00
tblFireplaces	NumberWood	0.80	0.00
tblGrading	AcresOfGrading	10.00	0.50
tblLandUse	LandUseSquareFeet	16,000.00	11,187.00
tblLandUse	LotAcreage	1.00	0.12
tblLandUse	LotAcreage	0.07	0.00
tblTripsAndVMT	VendorTripNumber	2.00	10.00

tblTripsAndVMT	WorkerTripNumber	3.00	2.00
tblTripsAndVMT	WorkerTripNumber	13.00	10.00
tblWoodstoves	NumberCatalytic	0.80	0.00
tblWoodstoves	NumberNoncatalytic	0.80	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	0.9500	9.9521	8.0959	0.0150	0.2164	0.5284	0.7042	0.0481	0.4863	0.5344	0.0000	1,483.1692	1,483.1692	0.3782	0.0000	1,492.6250
2021	1.3911	10.5198	9.8039	0.0182	0.1982	0.5448	0.7429	0.0540	0.5088	0.5628	0.0000	1,780.6795	1,780.6795	0.3972	0.0000	1,790.6085
Maximum	**1.3911**	**10.5198**	**9.8039**	**0.0182**	**0.2164**	**0.5448**	**0.7429**	**0.0540**	**0.5088**	**0.5628**	**0.0000**	**1,780.6795**	**1,780.6795**	**0.3972**	**0.0000**	**1,790.6085**

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	0.9500	9.9521	8.0959	0.0150	0.1101	0.5284	0.6385	0.0320	0.4863	0.5183	0.0000	1,483.1692	1,483.1692	0.3782	0.0000	1,492.6250
2021	1.3911	10.5198	9.8039	0.0182	0.1235	0.5448	0.6683	0.0357	0.5088	0.5445	0.0000	1,780.6795	1,780.6795	0.3972	0.0000	1,790.6085
Maximum	**1.3911**	**10.5198**	**9.8039**	**0.0182**	**0.1235**	**0.5448**	**0.6683**	**0.0357**	**0.5088**	**0.5445**	**0.0000**	**1,780.6795**	**1,780.6795**	**0.3972**	**0.0000**	**1,790.6085**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**43.63**	**0.00**	**9.70**	**33.74**	**0.00**	**3.14**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.2683	0.0153	1.3237	7.0000e-005		7.3000e-003	7.3000e-003		7.3000e-003	7.3000e-003	0.0000	2.3786	2.3786	2.3100e-003	0.0000	2.4363
Energy	6.6700e-003	0.0570	0.0243	3.6000e-004		4.6100e-003	4.6100e-003		4.6100e-003	4.6100e-003		72.7984	72.7984	1.4000e-003	1.3300e-003	73.2310
Mobile	0.2160	1.0741	2.8950	0.0100	0.8324	8.7100e-003	0.8411	0.2228	8.1300e-003	0.2309		1,018.1501	1,018.1501	0.0553		1,019.5328
Total	**0.4909**	**1.1464**	**4.2430**	**0.0104**	**0.8324**	**0.0206**	**0.8531**	**0.2228**	**0.0200**	**0.2428**	**0.0000**	**1,093.3271**	**1,093.3271**	**0.0590**	**1.3300e-003**	**1,095.2001**

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	0.2683	0.0153	1.3237	7.0000e-005		7.3000e-003	7.3000e-003		7.3000e-003	7.3000e-003	0.0000	2.3786	2.3786	2.3100e-003	0.0000	2.4363
Energy	6.6700e-003	0.0570	0.0243	3.6000e-004		4.6100e-003	4.6100e-003		4.6100e-003	4.6100e-003		72.7984	72.7984	1.4000e-003	1.3300e-003	73.2310
Mobile	0.2160	1.0741	2.8950	0.0100	0.8324	8.7100e-003	0.8411	0.2228	8.1300e-003	0.2309		1,018.1501	1,018.1501	0.0553		1,019.5328
Total	**0.4909**	**1.1464**	**4.2430**	**0.0104**	**0.8324**	**0.0206**	**0.8531**	**0.2228**	**0.0200**	**0.2428**	**0.0000**	**1,093.3271**	**1,093.3271**	**0.0590**	**1.3300e-003**	**1,095.2001**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/2/2020	1/31/2020	5	22	
2	Site Preparation	Site Preparation	2/3/2020	2/28/2020	5	20	
3	Building Construction	Building Construction	3/2/2020	6/30/2021	5	348	
4	Architectural Coating	Architectural Coating	4/1/2021	6/30/2021	5	65	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 3,240; Non-Residential Outdoor: 1,080; Striped Parking Area: 0

OffRoad Equipment

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

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	1	2.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	10.00	10.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Demolition	4	10.00	0.00	10.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Replace Ground Cover

Water Exposed Area

Clean Paved Roads

3.2 Demolition - 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					0.0967	0.0000	0.0967	0.0146	0.0000	0.0146			0.0000			0.0000
Off-Road	0.8674	7.8729	7.6226	0.0120		0.4672	0.4672		0.4457	0.4457		1,147.2352	1,147.2352	0.2169		1,152.6578
Total	**0.8674**	**7.8729**	**7.6226**	**0.0120**	**0.0967**	**0.4672**	**0.5639**	**0.0146**	**0.4457**	**0.4603**		**1,147.2352**	**1,147.2352**	**0.2169**		**1,152.6578**

Unmitigated Construction Off-Site

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

Category	lb/day										lb/day					
Hauling	4.0700e-003	0.1324	0.0308	3.5000e-004	7.9500e-003	4.2000e-004	8.3700e-003	2.1800e-003	4.1000e-004	2.5800e-003		38.2316	38.2316	2.7400e-003		38.3002
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0511	0.0363	0.4010	1.1100e-003	0.1118	9.3000e-004	0.1127	0.0296	8.6000e-004	0.0305		110.7420	110.7420	3.4900e-003		110.8293
Total	**0.0552**	**0.1686**	**0.4318**	**1.4600e-003**	**0.1197**	**1.3500e-003**	**0.1211**	**0.0318**	**1.2700e-003**	**0.0331**		**148.9736**	**148.9736**	**6.2300e-003**		**149.1295**

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					0.0358	0.0000	0.0358	5.4200e-003	0.0000	5.4200e-003			0.0000			0.0000
Off-Road	0.8674	7.8729	7.6226	0.0120		0.4672	0.4672		0.4457	0.4457	0.0000	1,147.2352	1,147.2352	0.2169		1,152.6578
Total	**0.8674**	**7.8729**	**7.6226**	**0.0120**	**0.0358**	**0.4672**	**0.5030**	**5.4200e-003**	**0.4457**	**0.4511**	**0.0000**	**1,147.2352**	**1,147.2352**	**0.2169**		**1,152.6578**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	4.0700e-003	0.1324	0.0308	3.5000e-004	5.1800e-003	4.2000e-004	5.6100e-003	1.5000e-003	4.1000e-004	1.9100e-003		38.2316	38.2316	2.7400e-003		38.3002
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0511	0.0363	0.4010	1.1100e-003	0.0671	9.3000e-004	0.0680	0.0187	8.6000e-004	0.0195		110.7420	110.7420	3.4900e-003		110.8293

Total	**0.0552**	**0.1686**	**0.4318**	**1.4600e-003**	**0.0723**	**1.3500e-003**	**0.0736**	**0.0202**	**1.2700e-003**	**0.0214**		**148.9736**	**148.9736**	**6.2300e-003**		**149.1295**

3.3 Site Preparation - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0265	0.0000	0.0265	2.8600e-003	0.0000	2.8600e-003			0.0000			0.0000
Off-Road	0.6853	8.4307	4.0942	9.7400e-003		0.3353	0.3353		0.3085	0.3085		943.4872	943.4872	0.3051		951.1158
Total	**0.6853**	**8.4307**	**4.0942**	**9.7400e-003**	**0.0265**	**0.3353**	**0.3619**	**2.8600e-003**	**0.3085**	**0.3114**		**943.4872**	**943.4872**	**0.3051**		**951.1158**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0256	0.0181	0.2005	5.6000e-004	0.0559	4.7000e-004	0.0564	0.0148	4.3000e-004	0.0153		55.3710	55.3710	1.7500e-003		55.4147
Total	**0.0256**	**0.0181**	**0.2005**	**5.6000e-004**	**0.0559**	**4.7000e-004**	**0.0564**	**0.0148**	**4.3000e-004**	**0.0153**		**55.3710**	**55.3710**	**1.7500e-003**		**55.4147**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					9.8200e-003	0.0000	9.8200e-003	1.0600e-003	0.0000	1.0600e-003			0.0000			0.0000
Off-Road	0.6853	8.4307	4.0942	9.7400e-003		0.3353	0.3353		0.3085	0.3085	0.0000	943.4872	943.4872	0.3051		951.1158
Total	**0.6853**	**8.4307**	**4.0942**	**9.7400e-003**	**9.8200e-003**	**0.3353**	**0.3452**	**1.0600e-003**	**0.3085**	**0.3096**	**0.0000**	**943.4872**	**943.4872**	**0.3051**		**951.1158**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0256	0.0181	0.2005	5.6000e-004	0.0335	4.7000e-004	0.0340	9.3400e-003	4.3000e-004	9.7700e-003		55.3710	55.3710	1.7500e-003		55.4147
Total	**0.0256**	**0.0181**	**0.2005**	**5.6000e-004**	**0.0335**	**4.7000e-004**	**0.0340**	**9.3400e-003**	**4.3000e-004**	**9.7700e-003**		**55.3710**	**55.3710**	**1.7500e-003**		**55.4147**

3.4 Building Construction - 2020

Unmitigated Construction On-Site

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

Off-Road	0.8617	8.8523	7.3875	0.0114		0.5224	0.5224		0.4806	0.4806		1,102.9781	1,102.9781	0.3567		1,111.8962
Total	**0.8617**	**8.8523**	**7.3875**	**0.0114**		**0.5224**	**0.5224**		**0.4806**	**0.4806**		**1,102.9781**	**1,102.9781**	**0.3567**		**1,111.8962**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0372	1.0635	0.3074	2.5200e-003	0.0640	5.0900e-003	0.0691	0.0184	4.8700e-003	0.0233		269.4491	269.4491	0.0180		269.8995
Worker	0.0511	0.0363	0.4010	1.1100e-003	0.1118	9.3000e-004	0.1127	0.0296	8.6000e-004	0.0305		110.7420	110.7420	3.4900e-003		110.8293
Total	**0.0883**	**1.0998**	**0.7084**	**3.6300e-003**	**0.1758**	**6.0200e-003**	**0.1818**	**0.0481**	**5.7300e-003**	**0.0538**		**380.1911**	**380.1911**	**0.0215**		**380.7288**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8617	8.8523	7.3875	0.0114		0.5224	0.5224		0.4806	0.4806	0.0000	1,102.9781	1,102.9781	0.3567		1,111.8962
Total	**0.8617**	**8.8523**	**7.3875**	**0.0114**		**0.5224**	**0.5224**		**0.4806**	**0.4806**	**0.0000**	**1,102.9781**	**1,102.9781**	**0.3567**		**1,111.8962**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0372	1.0635	0.3074	2.5200e-003	0.0430	5.0900e-003	0.0481	0.0133	4.8700e-003	0.0182		269.4491	269.4491	0.0180		269.8995
Worker	0.0511	0.0363	0.4010	1.1100e-003	0.0671	9.3000e-004	0.0680	0.0187	8.6000e-004	0.0195		110.7420	110.7420	3.4900e-003		110.8293
Total	**0.0883**	**1.0998**	**0.7084**	**3.6300e-003**	**0.1101**	**6.0200e-003**	**0.1161**	**0.0320**	**5.7300e-003**	**0.0377**		**380.1911**	**380.1911**	**0.0215**		**380.7288**

3.4 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117		1,103.2158	1,103.2158	0.3568		1,112.1358
Total	**0.7750**	**7.9850**	**7.2637**	**0.0114**		**0.4475**	**0.4475**		**0.4117**	**0.4117**		**1,103.2158**	**1,103.2158**	**0.3568**		**1,112.1358**

Unmitigated Construction Off-Site

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

Category	lb/day											lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0319	0.9689	0.2808	2.5000e-003	0.0640	2.0500e-003	0.0661	0.0184	1.9600e-003	0.0204		267.3455	267.3455	0.0173		267.7770
Worker	0.0477	0.0326	0.3683	1.0800e-003	0.1118	9.0000e-004	0.1127	0.0296	8.3000e-004	0.0305		107.2251	107.2251	3.1600e-003		107.3040
Total	**0.0796**	**1.0015**	**0.6490**	**3.5800e-003**	**0.1758**	**2.9500e-003**	**0.1788**	**0.0481**	**2.7900e-003**	**0.0509**		**374.5706**	**374.5706**	**0.0204**		**375.0810**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117	0.0000	1,103.2158	1,103.2158	0.3568		1,112.1358
Total	**0.7750**	**7.9850**	**7.2637**	**0.0114**		**0.4475**	**0.4475**		**0.4117**	**0.4117**	**0.0000**	**1,103.2158**	**1,103.2158**	**0.3568**		**1,112.1358**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0319	0.9689	0.2808	2.5000e-003	0.0430	2.0500e-003	0.0451	0.0133	1.9600e-003	0.0152		267.3455	267.3455	0.0173		267.7770
Worker	0.0477	0.0326	0.3683	1.0800e-003	0.0671	9.0000e-004	0.0680	0.0187	8.3000e-004	0.0195		107.2251	107.2251	3.1600e-003		107.3040

Total	**0.0796**	**1.0015**	**0.6490**	**3.5800e-003**	**0.1101**	**2.9500e-003**	**0.1131**	**0.0320**	**2.7900e-003**	**0.0347**		**374.5706**	**374.5706**	**0.0204**		**375.0810**

3.5 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	0.3081					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
Total	**0.5270**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**		**281.4481**	**281.4481**	**0.0193**		**281.9309**

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	9.5400e-003	6.5200e-003	0.0737	2.2000e-004	0.0224	1.8000e-004	0.0225	5.9300e-003	1.7000e-004	6.1000e-003		21.4450	21.4450	6.3000e-004		21.4608
Total	**9.5400e-003**	**6.5200e-003**	**0.0737**	**2.2000e-004**	**0.0224**	**1.8000e-004**	**0.0225**	**5.9300e-003**	**1.7000e-004**	**6.1000e-003**		**21.4450**	**21.4450**	**6.3000e-004**		**21.4608**

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	0.3081					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
Total	**0.5270**	**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**

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	9.5400e-003	6.5200e-003	0.0737	2.2000e-004	0.0134	1.8000e-004	0.0136	3.7300e-003	1.7000e-004	3.9000e-003		21.4450	21.4450	6.3000e-004		21.4608
Total	**9.5400e-003**	**6.5200e-003**	**0.0737**	**2.2000e-004**	**0.0134**	**1.8000e-004**	**0.0136**	**3.7300e-003**	**1.7000e-004**	**3.9000e-003**		**21.4450**	**21.4450**	**6.3000e-004**		**21.4608**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.2160	1.0741	2.8950	0.0100	0.8324	8.7100e-003	0.8411	0.2228	8.1300e-003	0.2309		1,018.1501	1,018.1501	0.0553		1,019.5328
Unmitigated	0.2160	1.0741	2.8950	0.0100	0.8324	8.7100e-003	0.8411	0.2228	8.1300e-003	0.2309		1,018.1501	1,018.1501	0.0553		1,019.5328

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	105.44	114.56	97.12	360,695	360,695
Enclosed Parking with Elevator	0.00	0.00	0.00		
Total	105.44	114.56	97.12	360,695	360,695

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	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

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

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	6.6700e-003	0.0570	0.0243	3.6000e-004		4.6100e-003	4.6100e-003		4.6100e-003	4.6100e-003		72.7984	72.7984	1.4000e-003	1.3300e-003	73.2310
NaturalGas Unmitigated	6.6700e-003	0.0570	0.0243	3.6000e-004		4.6100e-003	4.6100e-003		4.6100e-003	4.6100e-003		72.7984	72.7984	1.4000e-003	1.3300e-003	73.2310

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	618.787	6.6700e-003	0.0570	0.0243	3.6000e-004		4.6100e-003	4.6100e-003		4.6100e-003	4.6100e-003		72.7984	72.7984	1.4000e-003	1.3300e-003	73.2310
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**6.6700e-003**	**0.0570**	**0.0243**	**3.6000e-004**		**4.6100e-003**	**4.6100e-003**		**4.6100e-003**	**4.6100e-003**		**72.7984**	**72.7984**	**1.4000e-003**	**1.3300e-003**	**73.2310**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	0.618787	6.6700e-003	0.0570	0.0243	3.6000e-004		4.6100e-003	4.6100e-003		4.6100e-003	4.6100e-003		72.7984	72.7984	1.4000e-003	1.3300e-003	73.2310
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**6.6700e-003**	**0.0570**	**0.0243**	**3.6000e-004**		**4.6100e-003**	**4.6100e-003**		**4.6100e-003**	**4.6100e-003**		**72.7984**	**72.7984**	**1.4000e-003**	**1.3300e-003**	**73.2310**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.2683	0.0153	1.3237	7.0000e-005		7.3000e-003	7.3000e-003		7.3000e-003	7.3000e-003	0.0000	2.3786	2.3786	2.3100e-003	0.0000	2.4363
Unmitigated	0.2683	0.0153	1.3237	7.0000e-005		7.3000e-003	7.3000e-003		7.3000e-003	7.3000e-003	0.0000	2.3786	2.3786	2.3100e-003	0.0000	2.4363

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	5.4900e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2226					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0402	0.0153	1.3237	7.0000e-005		7.3000e-003	7.3000e-003		7.3000e-003	7.3000e-003		2.3786	2.3786	2.3100e-003		2.4363
Total	**0.2683**	**0.0153**	**1.3237**	**7.0000e-005**		**7.3000e-003**	**7.3000e-003**		**7.3000e-003**	**7.3000e-003**	**0.0000**	**2.3786**	**2.3786**	**2.3100e-003**	**0.0000**	**2.4363**

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	5.4900e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2226					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0402	0.0153	1.3237	7.0000e-005		7.3000e-003	7.3000e-003		7.3000e-003	7.3000e-003		2.3786	2.3786	2.3100e-003		2.4363
Total	**0.2683**	**0.0153**	**1.3237**	**7.0000e-005**		**7.3000e-003**	**7.3000e-003**		**7.3000e-003**	**7.3000e-003**	**0.0000**	**2.3786**	**2.3786**	**2.3100e-003**	**0.0000**	**2.4363**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

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Experience

- Industry leader with 30 years of CEQA environmental planning and analysis services in the public and private sectors.
- Prepared over 1,000 air quality, climate change, noise, vibration, and traffic and circulation studies.
- Policy and technical leadership positions throughout Northern and Southern California.

Air Quality

- Planning and CEQA lead for the South Coast Air Quality Management District
- Planning and CEQA lead for the Monterey Bay Unified Air Pollution Control District
- Lead author for CEQA Air Quality Guidelines for two air pollution districts, including landmark SCAQMD Air Quality Handbook
- Peer review panel member for CAPCOA development of statewide air quality model
- EMFAC, URBEMIS, CalEEMod, CALINE, AERMOD air quality modeling expertise
- Director for air quality planning and analysis for two consulting firms
- Lead for federal transportation and general air quality conformity rules for two air pollution districts
- CEQA intergovernmental review lead for air quality analyses for air pollution districts
- Principal overseeing traffic, air quality, noise/vibration, and climate change analyses
- Chair, Southern California Mobile Source Air Pollution Control District
- Policy Advisor, South Coast Air Quality Management District
- Board Member, Bay Area Air Quality Management District Governing Board
- Chair, Bay Area Air Quality Management District Legislative Committee

Noise and Vibration

- Prepared over 400 noise and vibration analyses in Southern and Northern California.
- Oversaw major CEQA noise analyses, including Sacramento Area Council of Governments transportation plan and Culver City General Plan updates
- Preparing noise analyses for Soutern California Assocation of Governments 2020 Regional Transportation Plan EIR
- Federal Highway Administration Traffic Noise Model, SoundPLAN modeling expertise
- CEQA intergovernmental review lead for noise analyses for air pollution districts

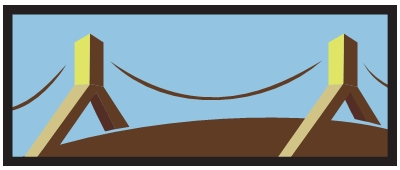
Education

University of California, Berkeley

BA, Economics, City and Regional Planning

4575 SANTA MONICA BOULEVARD PROJECT

Noise and Vibration Technical Report



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September 2019

Noise Analysis

1. Introduction

This section evaluates noise and vibration impacts that would be generated by construction and operation of the Proposed Project at 4575 Santa Monica Boulevard. The analysis compares these impacts to applicable regulations and thresholds of significance.

2. Environmental Setting

a) Fundamentals of Noise and Vibration

(1) Introduction to Noise

(a) Characteristics of Sound

Sound can be described in terms of its loudness (amplitude) and frequency (pitch). The standard unit of measurement for sound is the decibel (i.e., dB). Because the human ear is not equally sensitive to sound at all frequencies, the A-weighted scale (dBA) is used to reflect the normal hearing sensitivity range. On this scale, the range of human hearing extends from 3 to 140 dBA. **Table 1** provides examples of A-weighted noise levels from common sources.

Table 1
A-Weighted Decibel Scale

Typical A-Weighted Sound Levels	Sound Level (dBA L_{eq})
Near Jet Engine	130
Rock and Roll Band	110
Jet flyover at 1,000 feet	100
Power Motor	90
Food Blender	80
Living Room Music	70
Human Voice at 3 feet	60
Residential Air Conditioner at 50 feet	50
Bird Calls	40
Quiet Living Room	30
Average Whisper	20
Rustling Leaves	10
Source: Cowan, James P., Handbook of Environmental Acoustics, 1993. *These noise levels are approximations intended for general reference and informational use.*	

(b) Noise Definitions

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

Equivalent Noise Level (L_{eq}): L_{eq} represents the average noise level on an energy basis for a specific time period. Average noise level is based on the energy content (acoustic energy) of sound. For example, the L_{eq} for one hour is the energy average noise level during that hour. L_{eq} can be thought of as a continuous noise level of a certain period equivalent in energy content to a fluctuating noise level of that same period. L_{eq} is expressed in units of dBA.

Maximum Noise Level (L_{max}): L_{max} represents the maximum instantaneous noise level measured during a given time period.

Community Noise Equivalent Level (CNEL): CNEL is an adjusted noise measurement scale of average sound level during a 24-hour period. Due to increased noise sensitivities during evening and night hours, human reaction to sound between 7:00 P.M. and 10:00 P.M. is as if it were actually 5 dBA higher than had it occurred between 7:00 A.M. and 7:00 P.M. From 10:00 P.M. to 7:00 A.M., humans perceive sound as if it were 10 dBA higher. To account for these sensitivities, CNEL figures are obtained by adding an additional 5 dBA to evening noise levels between 7:00 P.M. and 10:00 P.M. and 10 dBA to nighttime noise levels between 10:00 P.M. and 7:00 A.M. As such, 24-hour CNEL figures are always higher than their corresponding actual 24-hour averages.

(c) Effects of Noise

The degree to which noise can impact an environment ranges from levels that interfere with speech and sleep to levels that can cause adverse health effects. Most human response to noise is subjective. Factors that influence individual responses include the intensity, frequency, and pattern of noise; the amount of background noise present; and the nature of work or human activity exposed to intruding noise. According to the National Institute of Health (NIH), extended or repeated exposure to sounds at or above 85 dB can cause hearing loss. Sounds of 75 dBA or less, even after continuous exposure, are unlikely to cause hearing loss.[1] The World Health Organization (WHO) reports that adults should not be exposed to sudden "impulse" noise events of 140 dB or greater. For children, this limit is 120 dB.[2]

Exposure to elevated nighttime noise levels can disrupt sleep, leading to increased levels of fatigue and decreased work or school performance. For the preservation of healthy sleeping environments, the WHO recommends that continuous interior noise levels not exceed 30 dBA,

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

2 World Health Organization, Guidelines for Community Noise, 1999.

L_{eq} and that individual noise events of 45 dBA or higher be limited.[3] Assuming a conservative exterior to interior sound reduction of 15 dBA, continuous exterior noise levels should therefore not exceed 45 dBA L_{eq}. Individual exterior events of 60 dBA or higher should also be limited. Some epidemiological studies have shown a weak association between long-term exposure to noise levels of 65 to 70 dBA, L_{eq} and cardiovascular effects, including ischaemic heart disease and hypertension. However, at this time, the relationship is largely inconclusive.

People with normal hearing sensitivity can recognize small perceptible changes in sound levels of approximately 3 dBA. Changes of at least 5 dBA can be readily noticeable and may cause community reactions. Sound level increases of 10 dBA or greater are perceived as a doubling in loudness and can provoke a community response.[4] However, few people are highly annoyed by noise levels below 55 dBA L_{eq}.[5]

(d) Noise Attenuation

Noise levels decrease as the distance from noise sources to receivers increases. For each doubling of distance, noise from stationary sources, commonly referred to as "point sources," can decrease by approximately 6 dBA over hard surfaces (e.g., reflective surfaces such as parking lots) and 7.5 dBA over soft surfaces (e.g., absorptive surfaces such as soft dirt and grass). For example, if a point source produces a noise level of 89 dBA at a reference distance of 50 feet and over an asphalt surface, its noise level would be approximately 83 dBA at a distance of 100 feet, 77 dBA at 200 feet. Noises generated by "line" sources such as roadways decrease by 3 dBA over hard surfaces and 4.5 dBA over soft surfaces for each doubling of distance.

Noise is most audible when traveling by direct line of sight, an unobstructed visual path between noise source and receptor. Barriers that break line of sight between sources and receivers, such as walls and buildings, can greatly reduce source noise levels by allowing noise to reach receivers by diffraction only. As a result, sound barriers can generally reduce noise levels by up to 15 dBA.[6] The effectiveness of barriers can be greatly reduced when they are not high or long enough to completely break line of sight from sources to receivers. It should be noted that because decibels are logarithmic units, they cannot just be added or subtracted. For example, two cars each producing 60 dBA of noise would not produce a combined 120 dBA.

(2) Introduction to Vibration

(a) Characteristics of Vibration

3 Ibid.

4 Federal Transit Administration, Transit Noise and Vibration Impact Assessment, 2006.

5 World Health Organization, Guidelines for Community Noise, 1999.

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

Vibration is an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, and acceleration. Unlike noise, vibration is not a common environmental problem, as it is unusual for vibration from vehicle sources to be perceptible. Common sources of vibration include trains, construction activities, and certain industrial operations.

(b) Effects of Vibration

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

Unlike noise, groundborne vibration is not an environmental issue that most people experience every day. Background vibration levels in residential areas are usually well below the threshold of perception for humans, approximately 0.01 inch per second.[7] Perceptible indoor vibrations are most often caused by sources within buildings themselves, such as slamming doors or heavy footsteps. Common outdoor sources of groundborne vibration include construction equipment, trains, and traffic on rough or unpaved roads. Traffic vibration from smooth and well-maintained roads is typically not perceptible.

(c) Vibration Definitions

This analysis discusses vibration in terms of Peak Particle Velocity (PPV), which is commonly used to quantify vibration impacts to buildings and other structures. PPV levels represent the maximum instantaneous peak of a vibration signal and are measured in inches per second.[8]

b) Regulatory Framework

(1) Noise

(a) Federal

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

(b) State

2017 General Plan Guidelines

7 Ibid.

8 Federal Transit Administration (FTA), Transit Noise and Vibration Impact Assessment Manual, 2018.

The State's 2017 General Plan Guidelines establish county and city standards for acceptable exterior noise levels based on land use. These standards are incorporated into land use planning processes to prevent or reduce noise and land use incompatibilities from the long-term operation of land uses and is not applicable to short-term impacts of constructing such land uses. **Table 2** illustrates State compatibility considerations between various land uses and exterior noise levels.

Table 2
State of California Noise/Land Use Compatibility Matrix

Land Use Compatibility	Community Noise Exposure (dBA, CNEL)							
	<	55	60	65	70	75	80	>
Residential – Low Density Single-Family, Duplex Mobile Homes	NA							
		CA						
					NU			
						CU		
Residential – Multi-Family	NA							
			CA					
					NU			
						CU		
Transient Lodging – Motels, Hotels	NA							
			CA					
					NU			
							CU	
Schools, Libraries, Churches, Hospitals, Nursing Homes	NA							
			CA					
					NU			
							CU	
	CA							
				CU				
Sports Arenas, Outdoor Spectator Sports								
	CA							
					CU			
Playgrounds, Neighborhood Parks	NA							
				NU				
						CU		
Golf Courses, Riding Stables, Water Recreation, Cemeteries	NA							
				NU				
								CU
Office Buildings, Business Commercial and Professional	NA							
				CA				
						NU		
Industrial, Manufacturing, Utilities, Agriculture	NA							
				CA				
						NU		

NA = Normally Acceptable - Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.

CA = Conditionally Acceptable - New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply system or air conditioning will normally suffice.

NU = Normally Unacceptable - New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

CU = Clearly Unacceptable - New construction or development should generally not be undertaken.

Source: California Office of Planning and Research, General Plan Guidelines - Noise Element Guidelines (Appendix D), Figure 2, 2017.

California Government Code Section 65302 also requires each county and city to prepare and adopt a comprehensive long-range general plan for its physical development. Section 65302(f) requires a noise element to be included in the general plan. This noise element must identify and appraise noise problems in the community, recognize Office of Noise Control guidelines, and analyze and quantify current and projected noise levels.

The State has also established noise insulation standards for new multi-family residential units, hotels, and motels that are subject to relatively high levels of noise from transportation. The noise insulation standards, collectively referred to as the California Noise Insulation Standards (Title 24, California Code of Regulations) set forth an interior standard of 45 dBA CNEL for habitable rooms. The standards require an acoustical analysis which indicates that dwelling units meet this interior standard where such units are proposed in areas subject to exterior noise levels greater than 60 dBA CNEL. Local jurisdictions typically enforce the California Noise Insulation Standards through the building permit application process.

(c) City of Los Angeles

General Plan Noise Element

The City of Los Angeles General Plan includes a Noise Element that includes policies and standards in order to guide the control of noise to protect residents, workers, and visitors. Its primary goal is to regulate long-term noise impacts to preserve acceptable noise environments for all types of land uses. There are also references to programs applicable to construction projects that call for protection of noise sensitive uses and use of best practices to minimize short-term noise impacts. However, the Noise Element contains no quantitative or other thresholds of significance for evaluating a project's noise or vibration impacts. Instead, it adopts the State's guidance on noise and land use compatibility, shown in **Table 2** above, "to help guide determination of appropriate land use and mitigation measures vis-à-vis existing or anticipated ambient noise levels."

Los Angeles Municipal Code

The City of Los Angeles Municipal Code (LAMC) contains regulations that would regulate noise from the Project's temporary construction activities.

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

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

(a) No person shall, between the hours of 9:00 P.M. and 7:00 A.M. of the following day, perform any construction or repair work of any kind upon, or any excavating for, any building or structure, where any of the foregoing entails the use of any power drive drill, riveting machine excavator or any other machine, tool, device or equipment which makes loud noises to the disturbance of persons occupying sleeping quarters in any dwelling hotel or apartment or other place of residence. In addition, the operation, repair or servicing of construction equipment and the job-site delivering of construction materials in such areas shall be prohibited during the hours herein specified. Any person who knowingly and willfully violates the foregoing provision shall be deemed guilty of a misdemeanor punishable as elsewhere provided in this Code.

(c) No person, other than an individual homeowner engaged in the repair or construction of his single-family dwelling shall perform any construction or repair work of any kind upon, or any earth grading for, any building or structure located on land developed with residential buildings under the provisions of Chapter I of this Code, or perform such work within 500 feet of land so occupied, before 8:00 A.M. or after 6:00 P.M. on any Saturday or national holiday nor at any time on any Sunday. In addition, the operation, repair, or servicing of construction equipment and the job-site delivering of construction materials in such areas shall be prohibited on Saturdays and on Sundays during the hours herein specific…

Section 112.05 of the LAMC establishes noise limits for powered equipment and hand tools operated in a residential zone or within 500 feet of any residential zone. Of particular importance to construction activities is subdivision (a), which institutes a maximum noise limit of 75 dBA as measured at a distance of 50 feet from the activity for the types of construction vehicles and equipment that would likely be used in the construction of the Project.

SEC. 112.05. MAXIMUM NOISE LEVEL OF POWERED EQUIPMENT OR POWERED HAND TOOLS

Between the hours of 7:00 A.M. and 10:00 P.M., in any residential zone of the City or within 500 feet thereof, no person shall operate or cause to be operated any powered equipment or powered hand tool that produces a maximum noise level exceeding the following noise limits at a distance of 50 feet therefrom:

(a) 75 dBA for construction, industrial, and agricultural machinery including crawler-tractors, dozers, rotary drills and augers, loaders, power shovels, cranes, derricks, motor graders, paving machines, off-highway trucks, ditchers, trenchers, compactors, scrapers, wagons, pavement breakers, compressors and pneumatic or other powered equipment;

(b) 75 dBA for powered equipment of 20 HP or less intended for infrequent use in residential areas, including chain saws, log chippers and powered hand tools;

(c) 65 dBA for powered equipment intended for repetitive use in residential areas, including lawn mowers, backpack blowers, small lawn and garden tools and riding tractors.

Said noise limitations shall not apply where compliance therewith is technically infeasible. The burden of proving that compliance is technically infeasible shall be upon the person or persons charged with a violation of this section. Technical infeasibility shall mean that said noise limitations cannot be complied with despite the use of mufflers, shields, sound barriers and/or other noise reduction device or techniques during the operation of the equipment.

In addition, the LAMC regulates long-term operations of land uses, including but not limited to the following regulations.

Section 111.02 discusses the measurement procedure and criteria regarding the sound level of "offending" noise sources. A noise source causing a 5 dBA increase over the existing average ambient noise levels of an adjacent property is considered to create a noise violation. However, Section 111.02(b) provides a 5 dBA allowance for noise sources lasting more than five but less than 15 minutes in any 1-hour period, and a 10 dBA allowance for noise sources causing noise lasting 5 minutes or less in any 1-hour period. In accordance with these regulations, a noise level increase from certain city-regulated noise sources of five dBA over the existing or presumed ambient noise level at an adjacent property is considered a violation.

Section 112.01 of the LAMC would prohibit any amplified noises, especially those from outdoor sources (e.g., outdoor speakers, stereo systems) from exceeding the ambient noise levels of adjacent properties by more than 5 dBA. Any amplified noises would also be prohibited from being audible at any distance greater than 150 feet from the Project's property line, as the Project is located within 500 feet of residential zones.

SEC.112.01. RADIOS, TELEVISION SETS, AND SIMILAR DEVICES

(a) It shall be unlawful for any person within any zone of the City to use or operate any radio, musical instrument, phonograph, television receiver, or other machine or device for the producing, reproducing or amplification of the human voice, music, or any other sound, in such a manner, as to disturb the peace, quiet, and comfort of neighbor occupants or any reasonable person residing or working in the area.

(b) Any noise level caused by such use or operation which is audible to the human ear at a distance in excess of 150 feet from the property line of the noise source, within any residential zone of the City or within 500 feet thereof, shall be a violation of the provisions of this section.

(c) Any noise level caused by such use or operation which exceeds the ambient noise level on the premises of any other occupied property, or if a condominium, apartment house, duplex, or attached business, within any adjoining unit, by more than five (5) decibels shall be a violation of the provisions of this section.

Section 112.02 would prevent Project heating, ventilation, and air conditioning (HVAC) systems and other mechanical equipment from elevating ambient noise levels at neighboring residences by more than 5 dBA.

> *SEC.112.02. AIR CONDITIONING, REFRIGERATION, HEATING, PLUMBING, FILTERING EQUIPMENT*
>
> *(a) It shall be unlawful for any person, within any zone of the city, to operate any air conditioning, refrigeration or heating equipment for any residence or other structure or to operate any pumping, filtering or heating equipment for any pool or reservoir in such manner as to create any noise which would cause the noise level on the premises of any other occupied property … to exceed the ambient noise level by more than five decibels.*

The LAMC also provides regulations regarding vehicle-related noise, including Sections 114.02, 114.03, and 114.06. Section 114.02 prohibits the operation of any motor driven vehicles upon any property within the City in a manner that would cause the noise level on the premises of any occupied residential property to exceed the ambient noise level by more than 5 dBA. Section 114.03 prohibits loading and unloading causing any impulsive sound, raucous or unnecessary noise within 200 feet of any residential building between the hours of 10 P.M. and 7 A.M. Section 114.06 requires vehicle theft alarm systems to be silenced within five minutes.

L.A. CEQA Thresholds Guide

The City of Los Angeles has adopted the L.A. CEQA Thresholds Guide to provide "citywide guidance for CEQA impact analysis" for projects developed "under normal circumstances[.]"[9] The L.A. CEQA Thresholds Guide "recognizes that the impacts resulting from a particular action depend on the project setting, design and operational components and that the determination of significance and the appropriate criteria for evaluation are the responsibility of the lead agency."[10]

The L.A. CEQA Threshold Guide's standard construction noise threshold of significance normally considers an impact significant if construction activities lasting more than one day would exceed existing ambient exterior noise levels by 10 dBA or more at a noise sensitive use, or if construction activities lasting longer than 10 days in a three month period would exceed existing ambient exterior noise levels by 5 dBA or more at a noise sensitive use.

Based on a fact-specific consideration of the Proposed Project's setting, design and operational components, the standard construction noise threshold of significance is inappropriate. The Proposed Project is located within the C2 Zone, which is one of the City's least strictive zones other than the C5, Public Facility and Manufacturing zones.[11] The Proposed Project is located on Santa Monica Boulevard, which is an arterial street designated Modified Avenue I – one of the City's highest-intensity street designations below Boulevard I, II and III. Two major bus routes

9 L.A. CEQA Thresholds Guide, page vii.

10 L.A. CEQA Thresholds Guide, page viii.

11 LAMC 12.04.

travel in front of the Proposed Site on Santa Monica Boulevard, including the Metro lines 4 and Rapid 704. The Project Site is located approximately 1,000 feet from the Metro Red Line Vermont/Santa Monica portal. Nearby uses include a Bureau of Street Lighting maintenance lot regularly utilizing large City vehicles, auto repair and multi-family dwellings. The vicinity of the Project Site is characterized by highly urbanized uses that are not representative of "normal" conditions in the City, the over two thirds of which is designated for low-density residential uses or open space.

Instead of the normal threshold of significance in the L.A. CEQA Thresholds Guide, for in-fill development in highly-urbanized settings, the City has typically compared noise impacts to the standards in the Noise Ordinance as a threshold of significance. The purpose of the City's Noise Ordinance is to regulate sources of offensive or nuisance noises that would be injurious to the public welfare, including heightened limitations for noise sources within 500 feet of residential uses. Therefore, the purpose and content of the Noise Ordinance is consistent with the purpose of CEQA review to consider noise impacts on the environment including sensitive receptors such as residences.

(2) Vibration

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

(a) Federal

Federal Transit Administration (FTA)

Though not regulatory in nature, the FTA has established vibration impact criteria for buildings and other structures, as potential building and structural damages are the generally the foremost concern when evaluating the impacts of construction-related vibrations. **Table 3** summarizes the FTA's vibration guidelines for building and structural damage.

Table 3
FTA Construction Vibration Damage Criteria

Building Category	PPV (in/sec)
I. Reinforced concrete, steel or timber (no plaster)	0.5
II. Engineered concrete and masonry (no plaster)	0.3
III. Non-engineered timber and masonry buildings	0.2
IV. Buildings extremely susceptible to vibration damage	0.12
Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, 2018.	

(b) State

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

(c) City of Los Angeles

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

c) Existing Conditions

(1) Noise-Sensitive Receptors

Land uses sensitive to noise may include residences, transient lodgings, schools, libraries, churches, hospitals, nursing homes, auditoriums, concert halls, amphitheaters, playgrounds, and parks. Local receptors mainly include residences and some institutional land uses such as schools and churches.

The Project Site is located in the Hollywood Community Plan area of Los Angeles, a mixed neighborhood with multi-family residences and commercial and retail uses. As a result, representative sensitive receptors within 1,000 feet of the Project Site include but are not limited to the following:

- Multi-family residences, 1119 Lyman Place; 20 feet north of the Project site.
- Cahuenga Branch Library, 4591 Santa Monica Boulevard; 25 feet west of the Project site.
- Multi-family residences, 1107 Madison Avenue; 230 feet west of the Project site.
- Lexington Avenue Primary Center School, 4564 West Lexington Avenue; 380 feet north of the Project site.
- Lockwood Avenue Elementary School, 4345 Lockwood Avenue; 500 feet south of the Project site.
- Virgil Rehabilitation and Skilled Nursing Center, 975 North Virgil Avenue; 530 feet south of the Project site.

(2) Existing Ambient Noise Levels

The Project Site is currently occupied by two buildings totaling 2,160 square feet of auto body uses. The majority of noise generated by the facility would be from the 51 daily vehicle trips that travel to and from the existing auto body facility.[12] Additional noise is generated by operations of the auto body and finishing facility that are enclosed on three sides but include an open doors

[12] DKA Planning based on CalEEMod 2016.3.2 model runs, September 2019.

that face to the north and south toward each other.

(3) Existing Groundborne Vibration Levels

On Santa Monica Boulevard, there was perceptible groundborne vibration from occasional transit buses and large trucks travelling on this major arterial. However, groundborne vibration levels surrounding the Project site are generally imperceptible, suggesting that groundborne vibration levels are typically below the 0.01 inches per second threshold of perception for humans.

3. Project Impacts

a) Methodology

(1) On-Site Construction Activities

The Project's construction noise impact associated with its on-site construction activities was determined by identifying the maximum L_{max} source noise levels of the Project's potential construction equipment at a reference distance of 50 feet and comparing them to the 75 dBA at 50 feet standard set by Section 112.05 of the LAMC, as the Project is located within 500 feet of residential zones. Noise levels were then conservatively adjusted to account for standard, industry-wide best practice noise management techniques or features that would be employed during the Project's construction.

Incremental noise increases at nearby sensitive receptors were estimated using logarithmic methodologies that consider reference equipment noise levels, noise management techniques, distance to receptors, and any attenuating features. The distance from construction equipment noise sources (e.g., engines and tailpipes) assume that vehicles would not be capable of operating directly where the Project's property line abuts adjacent structures. These vehicles would retain some setback to preserve maneuverability, in addition to operating at reduced power and intensity to maintain precision at these locations. Reference equipment noise levels were obtained from the Federal Highway Administration's Roadway Construction Noise Model, version 1.1 (FHWA RCNM 1.1).

(2) Off-Site Construction Activities – Haul Trucks

The Project's off-site construction noise impact from haul trucks was analyzed by considering the Project's estimated haul truck usage with existing traffic and roadway noise levels along the Project's anticipated haul route. Because it takes a doubling of traffic volumes on a roadway to generate the increased sound energy it takes to elevate ambient noise levels by 3 dBA, the analysis focused on whether truck traffic would double traffic volumes on key roadways to be used for hauling soils to and/or from the Project Site during construction activities. Because haul trucks have a larger roadway capacity than traditional passenger vehicles, a 2.0 passenger car equivalency (PCE) was used to convert haul truck trips to an equivalent number of passenger

vehicles.[13] It should be noted that because an official haul route has not been approved as of the preparation of this analysis, assumptions were made about logical routes that would minimize haul truck traffic on local streets in favor of major arterials that can access regional-serving freeways.

(3) On-Site Operational Noise Sources

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

Noise generated by HVAC equipment was evaluated using typical maximum HVAC equipment noise levels.

(4) Off-Site Operational Project Traffic Noise Sources

The Project's off-site noise impact from Project-related traffic was evaluated based its potential to increase traffic volumes on local roadways that serve the Project site. Because it takes a doubling of traffic volumes on a roadway to generate the increased sound energy it takes to elevate ambient noise levels by 3 dBA, the analysis focused on whether auto trips generated by the Proposed Project would double traffic volumes on key roadways to be used to access the Project site.

(5) Construction Vibration Sources

The Project's potential to generate damaging levels of groundborne vibration was analyzed by identifying construction vibration sources and estimating the maximum vibration levels that they could produce at nearby buildings, all based on principles and guidelines recommended by the FTA in its 2018 Transit Noise and Vibration Impact Assessment manual. Vibration levels were then compared with the manual's suggested damage criteria for various types of building categories.

(6) Operational Vibration Sources

Significant sources of operational vibration are generally limited to heavy equipment or industrial operations. The Project proposes a total of 16 residences, none of which would generate operational vibration of any note. The Project would be accessed mostly by passenger vehicles that would not be capable of generating substantial groundborne vibrations.

[13] Transportation Research Board, Transportation Circular No. 212 and Exhibit 12-25 of Highway Capacity manual, 6th Edition.

b) Thresholds of Significance

The State's CEQA Guidelines provides an exemption from further environmental analysis (Class 32) for infill development of any type that meets certain criteria. The City of Los Angeles has provided further guidance on Class 32 Categorical Exemptions for infill projects.[14] This analysis evaluates the Project's impacts against three noise-related criteria required to be met to qualify for a Class 32 categorical exemption from CEQA requirements:

1. The project is an environmentally benign infill project that is consistent with the General Plan and Zoning requirements.
2. The project and successive projects of the same type in the same place will not result in cumulative impacts;
3. There are no unusual circumstances creating the reasonable possibility of significant effects.

c) Analysis of Project Impacts

Criterion 1: The project is an environmentally benign infill project that is consistent with the General Plan and Zoning requirements.

The Project is environmentally benign, designed and built to support and promote environmental sustainability policies, incorporating stringent building requirements imposed by both the State and the City. It is also an infill project that would add needed housing in a designated High Quality Transit Area (HQTA), as designated by the Southern California Association of Governments (SCAG). HQTAs are a cornerstone of land use planning best practices in the SCAG region because they concentrate roadway repair investments, leverage transit and active transportation investments, reduce regional life cycle infrastructure costs, improve accessibility, create local jobs, and have the potential to improve public health and housing affordability. HQTAs are expected to be the location of environmentally-benign infill projects, accommodating 46 percent and 55 percent of future household and employment growth respectively on just three percent of the region's land between 2012 and 2040.[15] The 2016–2040 RTP/SCS' land use patterns reinforce focusing housing and employment growth in these HQTAs.

The Project Site's location in the Hollywood Community Plan Area in the Los Angeles Mid-City – West Side Communities HQTA will help reduce traffic impacts from the proposed residences.[16]

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[14] City of Los Angeles, Special Requirement Criteria: Infill Development Projects – Class 32 Categorical Exemption (CP-7828), July 23, 2018

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

[16] Southern California Association of Governments, Sustainability Program homepage, accessed August 21, 2019 http://sustain.scag.ca.gov/Documents/HQTA/Maps/LA_MidCityWestsidescagHQTAeligible.pdf

The Project's proximity to public transportation would reduce vehicle miles traveled for future residents of the Proposed Project. These transit services include Metro local bus route 4 on Santa Monica Boulevard and Metro Rail Red Line station at Vermont Avenue to the west. The Project would also promote bicycle transportation by providing ten bicycle parking spaces, pursuant to LAMC section 12.21 A.4. The area scores 90/100 and is considered "Very Walkable."

The Proposed Project's consistency with General Plan and Zoning requirements is judged based on three key factors:

A. Land use consistency with General Plan and Zoning Requirements
B. Consistency of construction impacts with the Municipal Code
C. Consistency of operations impacts with the Municipal Code

A. Land Use Consistency with General Plan and Zoning Requirements

The Project would be consistent with the City's General Plan and the Community Plan. Specifically, the Project's residential growth would fall well within the growth forecasts for the City. Based on a household size factor of 2.43 persons per household in the City in 2017, the Project is estimated to generate a residential population of 39 persons at full buildout, which would represent approximately 0.007 percent of the population growth forecasted by SCAG in the City of Los Angeles between 2017 and 2040. Because the Project's resulting residential growth would fall well within the growth forecasts for the City, it can be concluded that the Project would be consistent with the General Plan.

The Project Site is classified as "Highway Oriented Commercial" in the General Plan Framework and the Community Plan, a classification that allows residential uses proposed by the Project. As such, the Project would be consistent with the City's General Plan's land use policies as well as the population growth associated with this Proposed Project.

B. Consistency of Construction Impacts with the Municipal Code

Construction of the Proposed Project would be consistent with the Municipal Code's requirements during on-site activities (construction) and off-site activities (soils hauling, truck deliveries, worker travel).

(1) Consistency with Municipal Code: On-Site Construction

The Project's on-site impacts from construction would be consistent with the City's municipal code requirements governing noise. Based on guidelines from the City of Los Angeles City Department of Planning, any on-site construction noise impact would be considered significant if:

- Construction noise would exceed the 75 dBA at 50 feet maximum noise level limit for powered equipment established by Section 112.05 of the LAMC. This regulation applies to the on-site operations of powered construction equipment and not to road-legal trucks operating on public rights-of-way;

Proposed construction would generate noise during the 14 months of demolition, site preparation, building construction, and application of architectural coatings. Noise-generating activities could occur between 7:00 A.M. and 9:00 P.M. Monday through Friday, in accordance with LAMC Section 41.40(a). On Saturdays, construction would be permitted to occur between 8:00 A.M. and 6:00 P.M. The Project would require heavy equipment such as excavators, loaders, and other earthmoving vehicles. Smaller equipment such as forklifts, generators, and powered hand tools would also be utilized.

Compliance with LAMC Section 112.05 would ultimately limit noise levels from powered construction equipment to 75 dBA or below at 50 feet, as the Project site is within 500 feet of residential zones. Standard, industry-wide best practices for construction in urban or otherwise noise-sensitive areas would ensure that construction noise does not exceed this noise limit. These generally include erecting temporary noise barriers around the Project's perimeter, using mufflers to dampen noise from internal combustion engines, and warming-up or staging equipment away from sensitive receptors (consistent with General Plan Noise Element Program P11). As discussed earlier, LAMC Section 112.05 is used as a threshold of significance for construction noise for this type of in-fill development, as the purpose of the Noise Ordinance is to regulate sources of offensive or nuisance noises that would be injurious to the public welfare. Therefore, because the Project would comply fully with LAMC Section 112.05 by utilizing the types of equipment in **Table 3** that would employ best practices measures, its construction noise impact would be consistent with the Municipal Code without relying on any exception for technical infeasibility. Impacts would be **less than significant**.

Table 3
Maximum Construction Noise Levels

Noise Source	Noise Level (dBA, L_{max})[1]		Significant?
	Reference	With Best Practices	
Backhoe	77.6	57.6	No
Dozer	81.7	61.7	No
Excavator	80.7	60.7	No
Front End Loader	79.1	59.1	No
Gradall	83.4	63.4	No
Grader	85.0	65.0	No

[1] Noise levels derived from the Federal Highway Administration's Roadway Construction Noise Model, version 1.1 (FHWA RCNM 1.1). Assumes equivalent of 20 dBA of source reduction at 50-foot reference distance from use of advanced exhaust mufflers and/or temporary sound barriers.

Estimated Project construction noise levels at receptor locations were also modeled using the noise reference levels of both an excavator and loader working in tandem to represent the most conservative-scenario noise source during the demolition phase. As shown in **Table 4**, noise levels from construction activities could reach as high as 66.7 dBA at the Lyman Place residences

just north of the Project Site. While this is a maximum cumulative noise level, actual noise levels would generally be lower for three key reasons. First, while construction may take up to 14 months, the noisiest phase of demolition would last about a month. Second, equipment does not always operate at in a steady-state mode full load, but rather powers up and down depending on the duty cycle needed to conduct work. As such, equipment is occasionally idle during the when no noise is generated by that equipment. Third, equipment will often operate further away from off-site receptors, as mobile equipment generally does not operate continuously in one place. As such, construction noise levels at these receptors would also be less than 75.0 dBA.

Table 4

Receptor Location	Estimated Noise Level (dBA, L_{eq})
1. 1119 Lyman Place residences	66.7
2. Cahuenga Branch Library	63.2
3. 1107 Madison Avenue residences	48.7
4. Lexington Avenue Primary Center School	52.4
Source: DKA Planning, 2019. Assumes a cumulative reduction of 20 dBA reduction from construction noise sources from advanced exhaust mufflers and/or temporary sound barriers, and 10 feet of property line setback for an excavator and dozer to maintain maneuverability.	

(2) Consistency with Municipal Code: Off-Site Construction Activities – Haul Trucks

With regard to off-site construction-related noise impacts, Section 112.05 of the LAMC does not regulate noise levels from road legal trucks, such as delivery vehicles, concrete mixing trucks, pumping trucks, and haul trucks. However, the operation of these vehicles would still comply with the construction restrictions set forth by Section 41.40 of the LAMC.

The Project is expected to require about ten round-trip haul trips per day to export demolition material to off-site landfills, assuming that trucks would have a 16 cubic yard capacity. Use of larger trucks would reduce the amount of truck traffic and the associated noise from operation of diesel fuel trucks running internal combustion engines.

While a haul route has not been finalized, it would likely direct haul trucks from the construction site onto Santa Monica Boulevard and Vermont Avenue to access the eastbound or westbound lanes of the Hollywood Freeway. Haul trucks would almost exclusively use arterials, bypassing local collector roads with quieter ambient noise levels that could be disturbed more than along major arterials.

Haul trucks would generate occasional noise events at receptors during passbys, but such intermittent noise events would have a limited effect on ambient noise levels in the area for two key reasons. First, a doubling of vehicle trip volumes would generally be necessary to elevate ambient noise levels by 3 or more dBA, the threshold at which humans could notice a change in noise levels. As the Project is expected to require an average of less than one one-way haul truck trips per day, these truck trips would access local arterials over the course of a potential seven-hour workday. Assuming each haul truck is the Passenger Car Equivalent (PCE) of 2.0 vehicles, haul trucks would add the equivalent 40 vehicle car trips to local arterials during the demolition phase (i.e., 20 one-way haul truck trips x 2.0 vehicles/truck PCE).[17] These 40 PCE trips would average about one trip per hour over a seven-hour workday. If these trips were all taken using Santa Monica Boulevard, for example, they would represent an increase of less than one percent of westbound and eastbound traffic on Santa Monica Boulevard during a peak traffic hour. This incremental increase in traffic volumes would result in negligible, inaudible increases in concomitant traffic noise, far from the 100 percent increase needed to result in a 3 dBA increase in ambient noise levels.

As a result, the Project's off-site construction noise impact from haul trucks would be consistent with the Municipal Code.

(3) Consistency with Municipal Code: Off-Site Construction Activities – Other Trucks

During construction of the Proposed Project, contractors and vendors would use trucks to deliver material to build and erect structures (e.g., concrete material, masonry, steel, metal, wood, plumbing supplies, electrical fixtures) would also travel to and from the Project site. Construction equipment would also have to be delivered to the site (e.g., dozers, excavators) using large trucks, though this would likely involve one-time delivery and removal of each piece of equipment over the course of the construction period.

As with the hauling of demolition materials, these trips would incrementally add a minimal number of truck trips to Santa Monica Boulevard and Vermont Avenue. An average of ten truck trips per day are projected during the building construction phase, resulting in an average of 20 PCE trips per day, 3-5 of which could occur in the AM peak hour, for example. This increment of traffic from these delivery trucks would have negligible impacts on traffic volumes on Santa Monica Boulevard or Vermont Avenue, both major arterials carrying thousands of vehicles during a peak hour. Vendor traffic would result in inaudible increases to ambient noise at the limited number of sensitive receptors that flank these arterials.

[17] Transportation Research Board, Transportation Circular No. 212 and Exhibit 12-25 of Highway Capacity manual, 6th Edition.

(4) Consistency with Municipal Code: Off-Site Construction Activities – Worker Commute Trips

During the course of the Project's construction phases, construction workers would travel to and from the Project site, particularly during the building construction phase, the most labor intensive phases of construction. While some workers could take advantage of shuttles that transport them from an off-site location to the job site, there could still be up to ten workers commuting to and from the job site each day.[18]

If up to 20 one-way trips were all added to Santa Monica Boulevard, for example, they would represent a fraction of one percent of traffic volumes on this major arterial.[19] This incremental increase in traffic volumes would be far less than the 100 percent increase in traffic volumes needed to elevate ambient noise levels by 3 dBA and would result in negligible, inaudible increases in concomitant traffic noise along Santa Monica Boulevard and the limited number of sensitive receptors that flank the arterial.

(5) Off-Site Construction Activities – Cumulative Impacts

When factoring in all three types of off-site construction activities (i.e., haul truck trips, delivery and other truck trips, and worker commute trips), up to 26 PCE trips could be added to Santa Monica Boulevard during the AM peak hour and 26 during the PM peak hour. This contribution of traffic would represent an increase of less than one percent of west- and eastbound traffic on Santa Monica Boulevard, for example. This incremental increase in traffic volumes would be far less than the 100 percent increase in traffic volumes needed to elevate ambient noise levels by 3 dBA and would result in negligible, inaudible increases in concomitant traffic noise along Santa Monica Boulevard and Vermont Avenue and the limited number of sensitive receptors that flank the arterial.

As a result, the Project's off-site noise impact from construction activities would be considered **less than significant**.

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

Because excavation of the Project site is not needed, construction of the Project would not require use of heavy, steel-tracked equipment. Instead, smaller equipment, such as excavators, mini-excavators, skid steer loaders, and smaller loaders can be used. This class of equipment is capable of generating vibration levels of approximately 0.035 inches per second PPV at a reference distance of 25 feet during the demolition and site preparation phases. Building construction and application of architectural coatings will generally use even smaller equipment, including hand tools that have negligible vibration impacts.

[18] Ibid
[19] Ibid.

It is important to note that this equipment would not operate directly where the Project's property line abuts nearby structures, such as the adjacent building at 4565 Santa Monica Boulevard. Instead, this equipment would retain some setback to preserve maneuverability and would likely operate at reduced power and intensity to maintain precision at these locations. For work closer to the property line, smaller, more maneuverable and precise equipment and techniques capable of more precision work would generally operate within ten feet of property lines. This class of equipment would generate maximum vibration levels of about 0.003 inches per second PPV.

As shown in **Table 5, n**o building would experience potentially damaging levels of groundborne vibration as a result of the Project's construction activities. More distant structures would experience lesser impacts. Therefore, the Project's vibration impacts as generated by on-site construction activities would be considered **less than significant**.

Table 5
Building Damage Vibration Levels – On-Site Sources

Building	Distance (feet)	Condition[1]	Significance Criteria (in/sec)[1]	Estimated Maximum Vibration Velocity (in/sec PPV)	Significant Impact?
Larger Equipment					
4565 Santa Monica Boulevard	10[2]	III. Non-engineered timber and masonry buildings	0.2	0.088	No
1119 Lyman Place	30[2]	III. Non-engineered timber and masonry	0.2	0.029	No
Cahuenga Branch LIbrary	35[2]	I. Reinforced concrete, steel or timber	0.5	0.025	No
Small Dozer-Type Equipment					
4565 Santa Monica Boulevard	5[3]	III. Non-engineered timber and masonry buildings	0.2	0.015	No
1119 Lyman Place	25[3]	III. Non-engineered timber and masonry	0.2	0.003	No
Cahuenga Branch LIbrary	30[3]	I. Reinforced concrete, steel or timber	0.5	0.003	No

[1]Structural condition and significance criteria based on FTA guidelines issued in the 2018 FTA Transit Noise and Vibration Impact Assessment manual. These values apply to continuous sources, not to single-events.
[2] Assumes ten-foot average additional setback from property line to allow for equipment maneuverability
[3] Assumes five-foot average additional setback from property line to allow for equipment maneuverability

Source: DKA Planning, 2019

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

With regard to off-site construction-related noise impacts, Section 112.05 of the LAMC does not regulate noise levels from road legal trucks, such as delivery vehicles, concrete mixing trucks, pumping trucks, and haul trucks. However, the operation of these vehicles would still comply with the construction restrictions set forth by Section 41.40 of the LAMC. The Project is expected to not require haul trips to export soils to off-site landfills and up to ten haul trips to remove demolition materials. While a haul route has not been finalized, trucks would likely use Santa Monica Boulevard and Vermont Avenue to access the Hollywood Freeway about 4,370 feet south of the Project Site, bypassing local collector roads. Haul trucks would generate occasional noise events at receptors during passbys, but such intermittent noise events would have a limited effect on surrounding ambient noise levels on Santa Monica Boulevard and Vermont Avenue. As a result, the Project's off-site construction noise impact from haul trucks would be consistent with the Municipal Code.

Construction of the Project would generate trips from large trucks including haul trucks, concrete mixing trucks, concrete pumping trucks, and vendor delivery trucks. Regarding building damage, based on FTA data, the vibration generated by a typical heavy-duty truck would be approximately 63 VdB (0.006 PPV) at a distance of 50 feet from the truck.[20] According to the FTA "[i]t is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads." Nonetheless, there are existing buildings along the Project's anticipated haul route(s) that are situated approximately 25 feet from the right-of-way and would be exposed to ground-borne vibration levels of approximately 0.006 PPV. This estimated vibration generated by construction trucks traveling along the anticipated haul route(s) would be well below the most stringent building damage criteria of 0.12 PPV for buildings extremely susceptible to vibration. The Project's potential to damage roadside buildings and structures as the result of groundborne vibrations generated by its truck trips would be considered **less than significant**.

C. Consistency of Operations Impacts with the Municipal Code

During operations, the Project would produce noise from both on- and off-site sources. On-site sources would include but not be limited to vehicle movement and parking, mechanical equipment, and other operational noise from the land uses proposed. Off-site sources would include but not be limited to traffic traveling to and from the Project site. As discussed below, the Project would not result in an exposure of persons to or a generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. The Project would also not increase surrounding noise levels by more than 5 dBA CNEL, the minimum threshold of significance adopted by this analysis. As a result, the Project's on-site operational noise impacts would be considered **less than significant**.

The following criteria are used to assess the impact of the Project's operational noise sources that are located on the Project Site. A Project's operational noise impacts would be significant if:

[20] Federal Transit Administration, "Transit Noise and Vibration Impact Assessment," May 2006, Figure 7-3.

- Project operations would cause a 5 dBA increase over the existing average ambient noise levels of an adjacent property (LAMC Section 111.02).[21][22]

(7) Consistency with Municipal Code: On-Site Operations

Mechanical Equipment. HVAC equipment would be located on the building's rooftop, where rooftop units (RTUs) would be set back throughout the roof. This mechanical equipment could generate a sound pressure level of approximately 81.9 dBA L_{eq} at five feet.[23] The roof edge on both elevations would create a natural noise barrier that reduces noise levels from rooftop HVAC units by 10 dBA or more and reduce any noise exposure for nearby receptors. This is helpful in managing noise, as equipment often operates continuously throughout the day, evening, and night. Noise levels at nearby receptors from HVAC equipment placed away from the edges of the roof of the Project Site would be nominal. Noise levels from HVAC equipment would have to match ambient noise levels to potentially increase 3 dBA or more, the threshold at which humans can notice changes.

Vaults that house pumps and other operational equipment would be located in a 154-square foot utility room in the parking garage on the ground floor. As such, this equipment would be fully enclosed within the structure and produce de minimis noise impacts for off-site sensitive receptors that are generally 20 feet and beyond the Project Site.

Regulatory compliance with LAMC Section 112.02 would further ensure that noises from sources such as heating, air conditioning, and ventilation systems not increase ambient noise levels at neighboring occupied properties by more than 5 dBA. Given this regulation, the ambient noise levels along Santa Monica Boulevard, the relatively quiet operation of modern rooftop-mounted HVAC systems, and distances to receptors, it is unlikely that noise from the Project's HVAC systems would be audible at off-site locations. Nearly all of the Project's surrounding commercial and residential land uses contain similar rooftop-mounted HVAC units. The Project's HVAC systems would be consistent with its surroundings and would not alter the environmental profile of the neighborhood or significantly impact any of the analyzed sensitive receptors.

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[21] LAMC Section 111.02(b) provides a 5 dBA allowance for noise sources lasting more than 5 but less than 15 minutes in any 1-hour period, and a 10 dBA allowance for noise sources causing noise lasting 5 minutes or less in any 1-hour period. In accordance with these regulations, a noise level increase from certain city-regulated noise sources of 5 dBA over the existing or presumed ambient noise level at an adjacent property is considered a violation.

[22] As a 3 dBA increase represents a slightly noticeable change in noise level, this threshold considers any increase in ambient noise levels to or within a land use's "normally unacceptable" or "clearly unacceptable" noise/land use compatibility categories to be significant so long as the noise level increase can be considered barely perceptible. In instances where the noise level increase would not necessarily result in "normally unacceptable" or "clearly unacceptable" noise/land use compatibility, a readily noticeable 5 dBA increase is still considered to be significant. Increases less than 3 dBA are unlikely to result in noticeably louder ambient noise conditions and would therefore be considered less than significant.

[23] City of Moreno Valley, Moreno Valley WalMart Noise Impact Analysis, Table 901; February 10, 2015 and City of Pomona, Pomona Ranch Plaza WalMart Expansion Project, Table 4.4-5; August 2014.

Parking and Auto-Related Activities. The Project would generate on-site noise from auto activities associated with the ten parking spaces in the ground-level garage. This noise would include driving to and from the entrance, parking, door slamming, and occasional car alarms. Vehicles accessing the Project Site would enter off Lyman Place, where residents would access use a mid-block entrance, the garage entrance for which faces west toward the Branch Library across Lyman Place.

The Project is forecast to generate a maximum of ten A.M. and ten P.M. net peak hour residential vehicle trips that would enter this garage. Any noise from within the garage (e.g., parking garage floor squeaks, car doors closing, alarms, incidental human conversation) would be de minimis, as the enclosed garage would attenuate virtually all sound beyond the Project site. As such, the Project's residential parking garage would have no noticeable effect on the surrounding noise environment.

Residential Operational Sources. Noise associated with residential uses would include a variety of operational sources, including human conversation and activities, recreation facilities, trash collection, landscape maintenance, and commercial loading operations. These are discussed below:

- Human conversation and activities. Noise associated with everyday human activities would largely be contained internally within the Project. Normal and reasonable use of the Project's open space areas would not be expected to generate a substantial amount of noise. Noise associated with outdoor residential activities could include passive activities such as human conversation and socializing on one of the three outdoor open spaces at the ground level, one of which is interior to the building structure. A proposed 712.5 square-foot terrace on the fifth floor would be another potential source of noise at the rear of the Project Site. These outdoor spaces represent gathering places for outdoor activities that are both private and group oriented. These would be intermittent activities that would produce negligible impacts from human speech, based in large part on the Lombard effect. This phenomenon recognizes that voice noise levels in face-to-face conversations generally increase proportionally to background ambient noise levels, but only up to approximately 67 dBA at a reference distance of one meter. Specifically, vocal intensity increases about 0.38 dB for every 1.0 dB increase in noise levels above 55 dB, meaning people talk slightly above ambient noise levels in order to communicate.[24]

  While the noise levels from any outdoor activities would be marginal, the attenuation from the built environment would virtually eliminate any exposure to elevated noise levels at the nearest sensitive receptors. Noise from speech and conversation generally does not exceed approximately 65 dBA at a reference distance of one meter. These noises attenuate rapidly and would not be capable of elevating surrounding ambient noise levels by more than a

[24] Acoustical Society of America, Volume 134; Evidence that the Lombard effect is frequency-specific in humans, Stowe and Golob, July 2013.

nominal degree. As a result, the increase in ambient noise levels at nearby receptors would be negligible for sensitive receptors at the Branch Library that are no closer than 25 feet from the property line of the Project site.

- Landscape maintenance. Noise from gas-powered leaf flowers, lawnmowers, and other landscape equipment can generated substantial bursts of noise during regular maintenance. For example, gas powered leaf blowers and other equipment with two-stroke engines can generated 100 dBA L_{eq} and cause nuisance or potential noise impacts for nearby receptors.[25] However, given the limited landscape plan for the Proposed Project, such equipment is not expected to be used substantially in exterior spaces. As such, any intermittent landscape equipment would operate during the day and represent a negligible impact and ultimately be subject to compliance with LAMC Section 112.05 and nuisance regulations.

- Trash collection. On-site trash and recyclable materials would be managed and picked-up in the parking garage, where trash and recycling trucks would access these facilities from Lyman Place. Solid waste activities would include use of trash compactors and hydraulics associated with the refuse trucks themselves. While noise levels of approximately 71 dBA L_{eq} and 66 dBA L_{eq} could be generated by collection trucks and trash compactors, respectively, at 50 feet of distance, all noise would be buffered from off-site sensitive receptors.[26]

These on-site sources would generate negligible noise impacts on local receptors and when the removal of the existing auto body shop is considered, there could be a net decrease in on-site noise. The impact of on-site operational noise sources would therefore be considered **less than significant.**

(8) Consistency with Municipal Code: Off-Site Operations

The majority of the Project's operational noise impacts would occur off-site from the estimated 63 net vehicle trips to and from Project Site.

During a peak hour, 5-7 net vehicle trips would be distributed onto Santa Monica Boulevard that accesses the larger roadway network in the Hollywood area. Because the Proposed Project would add up to seven peak-hour vehicle trips across this local network of streets, the Project's incremental traffic on Santa Monica Boulevard, or nearby arterials like Vermont Avenue would not double existing traffic volumes. The Project's traffic impact on other streets would be less, as project-related traffic would dissipate onto the network of streets in the area.

As such, peak-hour, project-related traffic would generate far less than a doubling of traffic on Santa Monica Boulevard and other key roadway segments near the Project Site and result in an inaudible increase in traffic-related noise on local streets. Twenty-four-hour CNEL impacts would similarly be negligible, far below the minimum 3 dBA noise increase threshold. Therefore, the

[25] Erica Walker et al, Harvard School of Public Health; Characteristics of Lawn and Garden Equipment Sound; 2017
[26] RK Engineering Group, Inc. Wal-Mart/Sam's Club reference noise level, 2003

Project's operational impact on off-site ambient noise levels as a result of its net traffic generation would be considered **less than significant**.

Therefore, the Project's operational impact on off-site ambient noise levels as a result of its net traffic generation would be consistent with the Municipal Code.

(9) Operational Vibration Sources: On-Site Operations

During Project operations, there would be no significant stationary sources of groundborne vibration, such as heavy equipment or industrial operations, as the development would be a residential development. The Project's long-term vibration impact from operational sources (primarily passenger vehicles) would be nominal and less than significant.

(10) Operational Vibration Sources: Off-Site Operations

During Project operations, there would be no significant mobile sources of groundborne vibration, such as heavy-duty trucks or buses, given the residential nature of the development. The Project's long-term, off-site vibration impact from operational sources (primarily passenger vehicles) would be nominal and less than significant.

Criterion 2: The project and successive projects of the same type in the same place will not result in cumulative impacts.

As discussed earlier, the Proposed Project would not produce temporary or long-term noise impacts that are considered significant.

Construction

If any other related projects were built simultaneously with the Proposed Project, they would have to meet the same municipal code requirements that minimize incremental impacts on ambient noise levels. This would each project's consistency with City restrictions on construction noise. Nevertheless, construction of all related project and other unforeseen projects would be subject to LAMC Section 41.40, which limits the hours of allowable construction activities. In addition, each of the related projects would be subject to Section 112.05 of the LAMC, which prohibits any powered equipment or powered hand tool from producing noise levels that exceed 75 dBA at a distance of 50 feet from the noise source within 500 feet of a residential zone. Noise levels are only allowed to exceed this noise limitation under conditions where compliance is technically infeasible. As previously discussed, noise levels for the Project could exceed existing ambient noise levels by more than 10 dBA for more than one day at noise-sensitive receptors and for more than 5 dBA for 10 days in a three-month period. At this time, the nearest discretionary project within 500 feet of the Project Site is located at 4626 W. Santa Monica Boulevard, approximately 480 feet from the Project Site. The entitlement application is on hold and no determination has been issued, making it highly likely that the construction noise impacts for the Projects will not overlap. Moreover, the project is separated by 480 feet from any sensitive receptors, rendering any additive noise impacts negligible. While concurrent construction of other related projects in

the vicinity would contribute to cumulative increases in ambient noise levels, the Project's contribution would not be considered significant based on the City's Municipal Code requirements restrict noise levels from equipment and incremental increases in ambient noise levels.

Operation

Cumulative mobile source noise impacts would be the result of increased traffic on local roadways due to the Project, ambient growth, and related projects. As described earlier, the Project's impact on future traffic conditions would be less than significant, as the Project's traffic volumes would not result in the doubling of volumes needed to increase ambient noise levels by 3 dBA or more on Santa Monica Boulevard or any other local roadways. When factoring in the energy from a 24-hour cycle, the Project's contribution would be similarly negligible and would not result in a 5 dBA CNEL impact. As a result, the Project's cumulative operational noise impact would be negligible, ensuring consistency with the Municipal Code's threshold for project impacts**.** Because the increase in roadway noise would not exceed the 3.0 dBA CNEL or 5.0 dBA thresholds at any study roadway segments, cumulative operational noise impacts would be **less than significant**.

In addition to cumulative mobile source noise levels, operation of the Project in combination with the related projects could result in an increase in operational noise and vibration in this urbanized area of the City. Long-term noise impacts from Project operations would be negligible, as building operations and human activities inside and outside would generate minimal noise impacts. Other long-term operations of residences and institutional issues like the nearby schools would similarly generate minimal operational noise to cumulative impact scenarios. As previously discussed, operational noise and vibration impacts would be less than significant for the Project, and on-site cumulative noise levels associated with the related projects would be regulated by the LAMC. As such, cumulative on-site operational noise impacts would be **less than significant**.

Criterion 3: There are no unusual circumstances creating the reasonable possibility of significant effects.

As discussed in this analysis, the Proposed Project qualifies as a mixed-use, infill project in the Hollywood neighborhood that would be environmentally benign, with noise impacts during construction and long-term operations. There could be a net decrease in on-site operational noise given the removal of the existing auto body facility. These noise impacts would neither be significant based on guidance from the State and the City of Los Angeles, nor inconsistent with the City's land use policies in the General Plan and zoning code. Further, neither the Project Site nor the local environmental creates unusual circumstances that could produce significant noise impacts despite the projected impacts from on- and off-site noise sources.

4. Mitigation Measures

The Project would not result in any significant noise impacts during the construction and operations phases. No mitigation measures are required.

TECHNICAL APPENDIX

1119 LYMAN PLACE RESIDENCES: DEMOLITION — Page 1

Construction Noise

Total Equipment Noise Levels

Source	Emission Level (dBA)	Usage Factor*	Adjusted dBA
Excavator**	81	0.75	79.8
Loader***	80	0.75	78.8
		Combined dBA	**82.3**

Housing Row Shielding

If gaps in the row of buildings constitute less than 35% of the length of the row:		
R	0	*number of rows of houses between source and receiver
A(rows1)	**0**	

If gaps in the row of buildings constitute between 35-65% of the length of the row:		
R	0	*number of rows of houses between source and receiver
A(rows2)	**0**	

If gaps in the row of buildings constitute more than 65% of the length of the row:		
A(rows3)	**0**	

Tree Zone Shielding

Where at least 100 feet of trees intervene between source and receiver, ***and*** *if no clear line of sight exists between source and receiver,* ***and*** *if the trees extend 15 feet or more above the line of sight:*		
W	0	*width of the tree zone along the line of sight between source and receiver, in feet.
A(trees)	**0**	

Cumulative Shielding

Existing Building	0
Axxx	0
Axxx	0
A(rows1)	0
A(rows2)	0
A(trees)	0
A(cumulative)	**0**

Notes

* Percentage of time during an hour that the maximum sound would occur

Assumptions

** Excavator operates at maximum noise level 45 minutes per hour

*** Loader operates at maximum noise level 45 minutes per hour

1119 LYMAN PLACE RESIDENCES: DEMOLITION — Page 2

Construction Noise

Construction Equipment Best Practices

Source	Emission Level (dBA)	Usage Factor	Attenuation****	Adjusted dBA
Excavator**	81	0.75	10	69.8
Loader***	80	0.75	10	68.8
		Combined dBA		**72.3**

Construction Noise Level

Total Equipment Noise Level	72.3
Cumulative Shielding (A)	0
Sound Barrier Shielding***	10.0
Ground Effect**	0.3
Distance (ft)	20
Manueverability (ft)	10
Total Distance to Equipment (ft)	30
Construction Noise	**66.7**

Sources

Federal Highway Administration (FHWA), *Construction Noise Handbook* , August 2006.
Federal Transit Administration (FTA), *Transit Noise and Vibration Assessment* , May 2006.
California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol* , September 2013.

Assumptions

**** Assumes advanced mufflers capable of reducing standard noise profile by 10 dBA

***** Assumes 10 dBA attenuation from erection of temporary sound barriers

****** Ground effect accounts for soft-surface of grass hillside (0=hard surface, 1= soft surface, 0.5=semi-soft surface)

CAHUENGA BRANCH LIBRARY: DEMOLITION

Construction Noise

Total Equipment Noise Levels

Source	Emission Level (dBA)	Usage Factor*	Adjusted dBA
Excavator**	81	0.75	79.8
Loader***	80	0.75	78.8
		Combined dBA	**82.3**

Housing Row Shielding

If gaps in the row of buildings constitute less than 35% of the length of the row:		
R	0	*number of rows of houses between source and receiver
A(rows1)	**0**	

If gaps in the row of buildings constitute between 35-65% of the length of the row:		
R	0	*number of rows of houses between source and receiver
A(rows2)	**0**	

If gaps in the row of buildings constitute more than 65% of the length of the row:		
A(rows3)	**0**	

Tree Zone Shielding

Where at least 100 feet of trees intervene between source and receiver, ***and*** *if no clear line of sight exists between source and receiver,* ***and*** *if the trees extend 15 feet or more above the line of sight:*		
W	0	*width of the tree zone along the line of sight between source and receiver, in feet.
A(trees)	**0**	

Cumulative Shielding

Existing Building	0
Axxx	0
Axxx	0
A(rows1)	0
A(rows2)	0
A(trees)	0
A(cumulative)	**0**

Notes

* Percentage of time during an hour that the maximum sound would occur

Assumptions

** Excavator operates at maximum noise level 45 minutes per hour

*** Loader operates at maximum noise level 45 minutes per hour

CAHUENGA BRANCH LIBRARY: DEMOLITION

Construction Noise

Construction Equipment Best Practices

Source	Emission Level (dBA)	Usage Factor	Attenuation*** *	Adjusted dBA
Excavator**	81	0.75	10	69.8
Loader***	80	0.75	10	68.8
		Combined dBA		**72.3**

Construction Noise Level

Total Equipment Noise Level	72.3
Cumulative Shielding (A)	0
Sound Barrier Shielding***	10.0
Ground Effect**	0.3
Distance (ft)	35
Manueverability (ft)	10
Total Distance to Equipment (ft)	45
Construction Noise	**63.2**

Sources

Federal Highway Administration (FHWA), *Construction Noise Handbook* , August 2006.
Federal Transit Administration (FTA), *Transit Noise and Vibration Assessment* , May 2006.
California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol* , September 2013.

Assumptions

**** Assumes advanced mufflers capable of reducing standard noise profile by 10 dBA

***** Assumes 10 dBA attenuation from erection of temporary sound barriers

****** Ground effect accounts for soft-surface of grass hillside (0=hard surface, 1= soft surface, 0.5=semi-soft surface)

1107 MADISON AVENUE RESIDENCES: DEMOLITION Page 1

Construction Noise

Total Equipment Noise Levels

Source	Emission Level (dBA)	Usage Factor*	Adjusted dBA
Excavator**	81	0.75	79.8
Loader***	80	0.75	78.8
		Combined dBA	**82.3**

Housing Row Shielding

If gaps in the row of buildings constitute less than 35% of the length of the row:		
R	0	*number of rows of houses between source and receiver
A(rows1)	**0**	

If gaps in the row of buildings constitute between 35-65% of the length of the row:		
R	0	*number of rows of houses between source and receiver
A(rows2)	**0**	

If gaps in the row of buildings constitute more than 65% of the length of the row:		
A(rows3)	**0**	

Tree Zone Shielding

Where at least 100 feet of trees intervene between source and receiver, ***and*** *if no clear line of sight exists between source and receiver,* ***and*** *if the trees extend 15 feet or more above the line of sight:*		
W	0	*width of the tree zone along the line of sight between source and receiver, in feet.
A(trees)	**0**	

Cumulative Shielding

Existing Building	0
Axxx	0
Axxx	0
A(rows1)	0
A(rows2)	0
A(trees)	0
A(cumulative)	**0**

Notes

* Percentage of time during an hour that the maximum sound would occur

Assumptions

** Excavator operates at maximum noise level 45 minutes per hour

*** Loader operates at maximum noise level 45 minutes per hour

1107 MADISON AVENUE RESIDENCES: DEMOLITION Page 2

Construction Noise

Construction Equipment Best Practices

Source	Emission Level (dBA)	Usage Factor	Attenuation*****	Adjusted dBA
Excavator**	81	0.75	10	69.8
Loader***	80	0.75	10	68.8
		Combined dBA		**72.3**

Construction Noise Level

Total Equipment Noise Level	72.3
Cumulative Shielding (A)	0
Sound Barrier Shielding******	10.0
Ground Effect*****	0.0
Distance (ft)	230
Manueverability (ft)	10
Total Distance to Equipment (ft)	240
Construction Noise	**48.7**

Sources

Federal Highway Administration (FHWA), *Construction Noise Handbook* , August 2006.
Federal Transit Administration (FTA), *Transit Noise and Vibration Assessment* , May 2006.
California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol* , September 2013.

Assumptions

**** Assumes advanced mufflers capable of reducing standard noise profile by 10 dBA

***** Assumes 10 dBA attenuation from erection of temporary sound barriers

****** Ground effect accounts for soft-surface of grass hillside (0=hard surface, 1= soft surface, 0.5=semi-soft surface)

LEXINGTON AVENUE PRIMARY CENTER SCHOOL: DEMOLITION

Construction Noise

Total Equipment Noise Levels

Source	Emission Level (dBA)	Usage Factor*	Adjusted dBA
Excavator**	81	0.75	79.8
Loader***	80	0.75	78.8
		Combined dBA	**82.3**

Housing Row Shielding

If gaps in the row of buildings constitute less than 35% of the length of the row:		
R	3	*number of rows of houses between source and receiver
A(rows1)	**8**	

If gaps in the row of buildings constitute between 35-65% of the length of the row:		
R	0	*number of rows of houses between source and receiver
A(rows2)	**0**	

If gaps in the row of buildings constitute more than 65% of the length of the row:		
A(rows3)	**0**	

Tree Zone Shielding

Where at least 100 feet of trees intervene between source and receiver, ***and*** *if no clear line of sight exists between source and receiver,* ***and*** *if the trees extend 15 feet or more above the line of sight:*		
W	0	*width of the tree zone along the line of sight between source and receiver, in feet.
A(trees)	**0**	

Cumulative Shielding

Existing Building	0
Axxx	0
Axxx	0
A(rows1)	8
A(rows2)	0
A(trees)	0
A(cumulative)	**8**

Notes

* Percentage of time during an hour that the maximum sound would occur

Assumptions

** Excavator operates at maximum noise level 45 minutes per hour
*** Loader operates at maximum noise level 45 minutes per hour

LEXINGTON AVENUE PRIMARY CENTER SCHOOL: DEMOLITION

Construction Noise

Construction Equipment Best Practices

Source	Emission Level (dBA)	Usage Factor	Attenuation****	Adjusted dBA
Excavator**	81	0.75	10	69.8
Loader***	80	0.75	10	68.8
		Combined dBA		**72.3**

Construction Noise Level

Total Equipment Noise Level	72.3
Cumulative Shielding (A)	-8
Sound Barrier Shielding***	10.0
Ground Effect**	0.0
Distance (ft)	380
Manueverability (ft)	10
Total Distance to Equipment (ft)	390
Construction Noise	**52.4**

Sources

Federal Highway Administration (FHWA), *Construction Noise Handbook* , August 2006.
Federal Transit Administration (FTA), *Transit Noise and Vibration Assessment* , May 2006.
California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Proto*

Assumptions

**** Assumes advanced mufflers capable of reducing standard noise profile by 10 dBA
***** Assumes 10 dBA attenuation from erection of temporary sound barriers
****** Ground effect accounts for soft-surface of grass hillside (0=hard surface, 1= soft surface, 0.5=semi-s

4575 Santa Monica Boulevard Project

Construction Vibration: UNMITIGATED

Receptor: 1119 Lyman Place
Equipment: Jackhammer

Source PPV (in/sec)	0.035
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	30
Unmitigated Vibration Level (in/sec)	**0.029**

Receptor: Cahuenga Branch Library
Equipment: Jackhammer

Source PPV (in/sec)	0.035
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	35
Unmitigated Vibration Level (in/sec)	**0.025**

Receptor: 1107 Madison Avenue
Equipment: Jackhammer

Source PPV (in/sec)	0.035
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	240
Unmitigated Vibration Level (in/sec)	**0.004**

Receptor: 4565 Santa Monica Boulevard
Equipment: Jackhammer

Source PPV (in/sec)	0.035
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	10
Unmitigated Vibration Level (in/sec)	**0.088**

4575 Santa Monica Boulevard Project

Receptor: 1119 Lyman Place
Equipment: Small Dozer-Type Equipment

Source PPV (in/sec)	0.003
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	25
Unmitigated Vibration Level (in/sec)	**0.003**

Receptor: Cahuenga Branch Library
Equipment: Small Dozer-Type Equipment

Source PPV (in/sec)	0.003
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	30
Unmitigated Vibration Level (in/sec)	**0.003**

Receptor: 1107 Madison Avenue
Equipment: Small Dozer-Type Equipment

Source PPV (in/sec)	0.003
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	235
Unmitigated Vibration Level (in/sec)	**0.000**

Receptor: 4565 Santa Monica Boulevard
Equipment: Small Dozer-Type Equipment

Source PPV (in/sec)	0.003
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	5
Unmitigated Vibration Level (in/sec)	**0.015**

Sources

California Department of Transportation (Caltrans), *Transportation and Construction Vibration Guidance Manual*, September 2013.
Federal Transit Administration (FTA), *Transit Noise and Vibration Impact Assessment*, May 2006

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Experience

- Industry leader with 30 years of CEQA environmental planning and analysis services in the public and private sectors.
- Prepared over 1,000 air quality, climate change, noise, vibration, and traffic and circulation studies.
- Policy and technical leadership positions throughout Northern and Southern California.

Air Quality

- Planning and CEQA lead for the South Coast Air Quality Management District
- Planning and CEQA lead for the Monterey Bay Unified Air Pollution Control District
- Lead author for CEQA Air Quality Guidelines for two air pollution districts, including landmark SCAQMD Air Quality Handbook
- Peer review panel member for CAPCOA development of statewide air quality model
- EMFAC, URBEMIS, CalEEMod, CALINE, AERMOD air quality modeling expertise
- Director for air quality planning and analysis for two consulting firms
- Lead for federal transportation and general air quality conformity rules for two air pollution districts
- CEQA intergovernmental review lead for air quality analyses for air pollution districts
- Principal overseeing traffic, air quality, noise/vibration, and climate change analyses
- Chair, Southern California Mobile Source Air Pollution Control District
- Policy Advisor, South Coast Air Quality Management District
- Board Member, Bay Area Air Quality Management District Governing Board
- Chair, Bay Area Air Quality Management District Legislative Committee

Noise and Vibration

- Prepared over 400 noise and vibration analyses in Southern and Northern California.
- Oversaw major CEQA noise analyses, including Sacramento Area Council of Governments transportation plan and Culver City General Plan updates
- Preparing noise analyses for Soutern California Assocation of Governments 2020 Regional Transportation Plan EIR
- Federal Highway Administration Traffic Noise Model, SoundPLAN modeling expertise
- CEQA intergovernmental review lead for noise analyses for air pollution districts

Education

University of California, Berkeley

BA, Economics, City and Regional Planning

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Education

University of California, Berkeley

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INITIAL SUBMISSIONS

The following submissions by the public are in compliance with the Commission Rules and Operating Procedures (ROPs), Rule 4.3a. Please note that "compliance" means that the submission complies with deadline, delivery method (hard copy and/or electronic) AND the number of copies. The Commission's ROPs can be accessed at **http://planning.lacity.org**, by selecting "Commissions & Hearings" and selecting the specific Commission.

The following submissions are not integrated or addressed in the Staff Report but have been distributed to the Commission.

Material which does not comply with the submission rules is not distributed to the Commission.

ENABLE BOOKMARKS ONLINE:

**If you are using Explorer, you will need to enable the Acrobat  toolbar to see the bookmarks on the left side of the screen.

If you are using Chrome, the bookmarks are on the upper right-side of the screen. If you do not want to use the bookmarks, simply scroll through the file.

If you have any questions, please contact the Commission Office at (213) 978-1300.

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October 15, 2019

VIA EMAIL and PERSONAL DELIVERY

Samantha Millman, President
Los Angeles City Planning Commission
200 North Spring Street
Los Angeles, CA 90012

Re: DIR-2018-347-TOC-SPP-SPPA/ENV-2018-348-CE
4575 West Santa Monica Boulevard/1102-1112 N. Lyman Place

Honorable Commissioners:

Our law firm represents Appellant Linda Kroff ("Appellant"), the owner of property located at 4565 W. Santa Monica Boulevard which, as more fully described hereinbelow, is improved with a photography studio and located immediately next to the proposed five-story, 13,882 square-foot, 16-unit residential building at 4575 W. Santa Monica Boulevard/1102-1112 N. Lyman Place ("Project").

Under the California Environmental Quality Act ("CEQA"), the Categorical Exemption adopted is inappropriate.

This Commission should deny the Project, as proposed, for all of the reasons set forth herein, including lack of compliance with CEQA.

I. A Class 32 Exemption is Not Appropriate

Class 32 Exemptions may only be adopted for projects consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations. *Public Resources Code* §§21083, 21084; *see* CEQA Guideline 15332(a).

In the City of Los Angeles, the General Plan Land Use Element is made up of 35 Community Plans. In certain areas of the City, the Community Plans are further subject to Plan Overlays, such as Specific Plans. Here, the Project Site is overlaid by the Vermont Western Station Neighborhood Area Plan ("SNAP").

This Project, by definition, does not comply with SNAP. Indeed, it specifically includes deviations from SNAP. It also does not comply with applicable zoning regulations by including reductions from otherwise required open space requirements.

Simply, a Class 32 Exemption is, on its face, not applicable here because the Project is admittedly inconsistent with applicable zoning designation and regulations and SNAP.

II. A Class 32 Exemption is Not Supported by Substantial Evidence

Class 32 Exemptions may only be adopted for projects which would not result in any significant impacts relating to traffic, noise, air quality, or water quality and on sites that can be adequately served by all required utilities and public services. *See* CEQA Guideline 15332(d)-(e).

In adopting a Class 32 Exemption, it is the City's legal obligation to substantiate its action with adequate evidence. *West Chandler Boulevard Neighborhood Association v. City of Los Angeles* (2011), 198 Cal.App.4th 1506, 1518 (agency determinations must be supported by substantial evidence).

Here, the City's "findings" with regard to CEQA Guideline sections 15332(d)-(e) are not supported by substantial evidence. There have been no traffic or noise reports submitted to substantiate the assertion that there will not be a significant effect on these environmental categories. There has been no acoustical report or utility metering report submitted as required by SNAP. The fact that the Project falls below the Department of Transportation threshold does not excuse the City from substantiating this finding with substantial evidence. *Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th 1099, 1106-09 (narrow reliance upon thresholds in a way that forecloses consideration of environmental impact is error). Similarly, the fact that the Project will have to comply with the City's noise ordinances is not, as a matter of well-settled CEQA law, evidence of "no" or "insignificant" impact. *Keep Our Mountains Quiet v. County of Santa Clara* (2015) 236 Cal.App.4th 714, 732 (compliance with noise ordinance does not and did not foreclose possibility of significant noise impacts).

The City has a legal obligation to substantiate its findings with substantial evidence. Best practices, as formally published by one of the City's own outside consulting CEQA law firms, specifically notes that under the law, a prudent agency using a Class 32 exemption should document its determination with applicable land use documents and preliminary technical analyses. The City has failed to do so here.

Notably, the only actual evidence in the record is to the contrary of the City's "findings": the Applicant's own Geotechnical Report admits to noise impacts during construction, recommending mitigation measures by vibration and noise monitoring. These findings preclude the City from using a Class 32 Categorical Exemption.

Abuse of discretion is established where the City's action is not supported by substantial evidence. *Topanga Assn. for a Scenic Community v. County of Los Angeles* (1974) 11 Cal. 3d 506, 511.

III. Exceptions to Exemptions Apply

a. Cumulative Impacts

Application of the Class 32 exemption is inapplicable when the cumulative impact of successive projects of the same type in the same place, over time, is significant.

One of the basic and vital informational functions required by CEQA is a thorough analysis of whether the impacts of the Project, in connection with other related and foreseeable projects, are cumulatively considerable. *Banning Ranch Conservancy v. City of Newport Beach* (2012) 211 Cal App.4th 1209. Cumulative impacts can result from individually minor but collectively significant projects' impacts taking place over a period of time.[1] *Bakersfield Citizens for Local Control v. City of Bakersfield* (2004) 124 Cal.App.4th 1184; *See also CEQA Guidelines* §15355.

[1] "Cumulative impacts" refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects.

Proper cumulative impact analysis is vital under CEQA because the full environmental impact of a proposed project cannot be gauged in a vacuum. Indeed, one of the most important environmental lessons that has been learned is that environmental damage often occurs incrementally from a variety of small sources. These sources appear insignificant when considered individually, but assume threatening dimensions when considered collectively with other sources with which they interact. Therefore, cumulative effects analysis requires consideration of "reasonably foreseeable probable future projects, if any." *Bakersfield Citizens for Local Control v. City of Bakersfield* (2004) 124 Cal.App.4th 1184; *Gentry v City of Murrieta* (1995) 36 Cal.App.4th 1359, 1414.

The CEQA Guidelines mandate the preparation of an EIR where cumulative impacts are cumulatively considerable:

> **An EIR *must* be prepared if the cumulative impact may be significant and the project's incremental effect, though individually limited, is cumulatively considerable**. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects. 14 CCR §15064(h)(1).

Here, there is no evidence to support the conclusion that the "cumulative impact" of the Project will not result in any potentially significant impacts. There are no other "reasonably foreseeable probably future projects" listed or analyzed. There is not even evidence that the City *considered* whether there are cumulative impacts. However, as the City is aware, in the East Hollywood area alone, there are 22 proposed development projects. [Enclosed].

Within a ¼ mile of the Project site, there are six:

Address	Square Footage	Units	Parking Stalls
1134-1140 N Westmoreland	14,684	9	20
4626 Santa Monica	170,141	177	226
4575 Santa Monica	13,882	16	8
4537-4545 Santa Monica	27,578	23	33

1225 N Vermont	54,790	58	55
1200 N Vermont	24,520	29	15
Totals	**305,595**	**312**	**357**

As demonstrated in the enclosed list from the East Hollywood Neighborhood Council,[2] each of these projects is identifiable and maintains enough relevant information for the City to adequately conduct a cumulative impact analysis. The City has failed to do so, in violation of CEQA.

b. Unusual Circumstances

CEQA prohibits use of a categorical exemption when "there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances." *See* CEQA Guidelines § 15300.2(c). The "unusual circumstances" exception is established without evidence of an environmental effect upon a showing that the project has some feature that distinguishes it from others in the exempt class, such as its size or location. In such a case, to render the exception applicable, the party need only show a reasonable possibility of a significant effect due to that unusual circumstance. Alternatively, the "unusual circumstances" exception is established with evidence that the project will have a significant environmental effect. *Berkeley Hillside Preservation v. City of Berkeley* (2015) 60 Cal.4th 1086.

Here, as set forth in the Applicant's own Geotechnical Report, the Project is located on a site where expansive clay soils are present and, as a result of such geologic site conditions, will impact nearby structures, warranting documentation and remediation of adjacent property conditions as well as vibration and noise monitoring. As such, the Project's poses a reasonable possibility of a significant geologic/soils as well as noise effects, and due to this unusual circumstance, a Categorical Exemption is not appropriate.

Furthermore, a unique feature of the Appellant's photography studio and gallery is its abundant and vivid natural lighting, primarily provided by its roof-top skylights. When in in use for its intended purpose (gallery exhibitions and photographic studio use) it is used for its unparalleled natural light. This unique

[2] These Projects represent approximately 300 additional housing units with at least 1,000 additional residents.

circumstance precludes the use of a Class 32 Categorical Exemption because the Project will cause significant shade/shadow[3] impacts as demonstrated by the enclosed shade shadow analysis.

IV. The Findings are not and cannot be made with Substantial Supporting Evidence

a. The Project *does not* substantially comply with the applicable regulations, findings, standards and provisions of the Vermont/Western Transit Oriented District Specific Plan.

As discussed above, the Project does not comply with the height, parking, and conversion provisions of SNAP or the SNAP Design Guidelines. Indeed, the Project is antithetical to the SNAP Design Guidelines which provide that the purpose of Subarea B is to create a low density mix of town homes, small offices, live/work spaces, workshops and neighborhood-serving retail. The Project removes commercial uses along Santa Monica Blvd. where the SNAP envisioned mixed use with commercial uses at street level.

The City has failed to process these adjustments/modifications and exceptions to SNAP in the manner required by Los Angeles Municipal Code §§11.5.7.E and F.

b. The Project *fails to incorporate* mitigation measures, monitoring measures when necessary, or alternatives identified in the environmental review which would mitigate the negative environmental effects of the Project, to the extent physically feasible.

As discussed hereinabove, the Categorical Exemption is inadequate under CEQA. Accordingly, the Project fails to incorporate mitigation measures, monitoring measures and which would mitigate the negative environmental effects of the Project to the extent physically feasible.

[3] Appendix G of the state CEQA Guidelines is a comprehensive list of environmental topics which are to be considered in a CEQA analysis. The City's CEQA Thresholds Guide considers shade/shadow impacts to be a type of aesthetic visual impact under question 1c of Appendix G.

c. 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.

In support of this finding, the Director simply finds that 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.

But the fact that such evidence was not submitted (*i.e.* the fact that the Applicant failed to provide such evidence to the Director) does not mean that it does not exist.

In other words, the fact that the Incentives are required is not supported by substantial evidence. It is absolutely possible for the Applicant to provide the affordable housing units without the Incentives and the record is devoid of any evidence to the contrary.

d. The Incentives *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 is no feasible method to satisfactorily mitigate or avoid the specific adverse Impact without rendering the development unaffordable to Very Low, Low and Moderate Income households.

As set forth below, the Project's reliance on a Categorical Exemption is inadequate under CEQA, constituting a specific adverse impact upon public health and safety and the physical environment.

Furthermore, as admitted by the Director, there is no evidence in the record to show that the Incentives will not have such specific adverse impact.

V. Conclusion

For all of the reasons discussed herein, we ask that the City Planning Commission grant the within Appeal.

Very truly yours,

LUNA & GLUSHON
A Professional Corporation

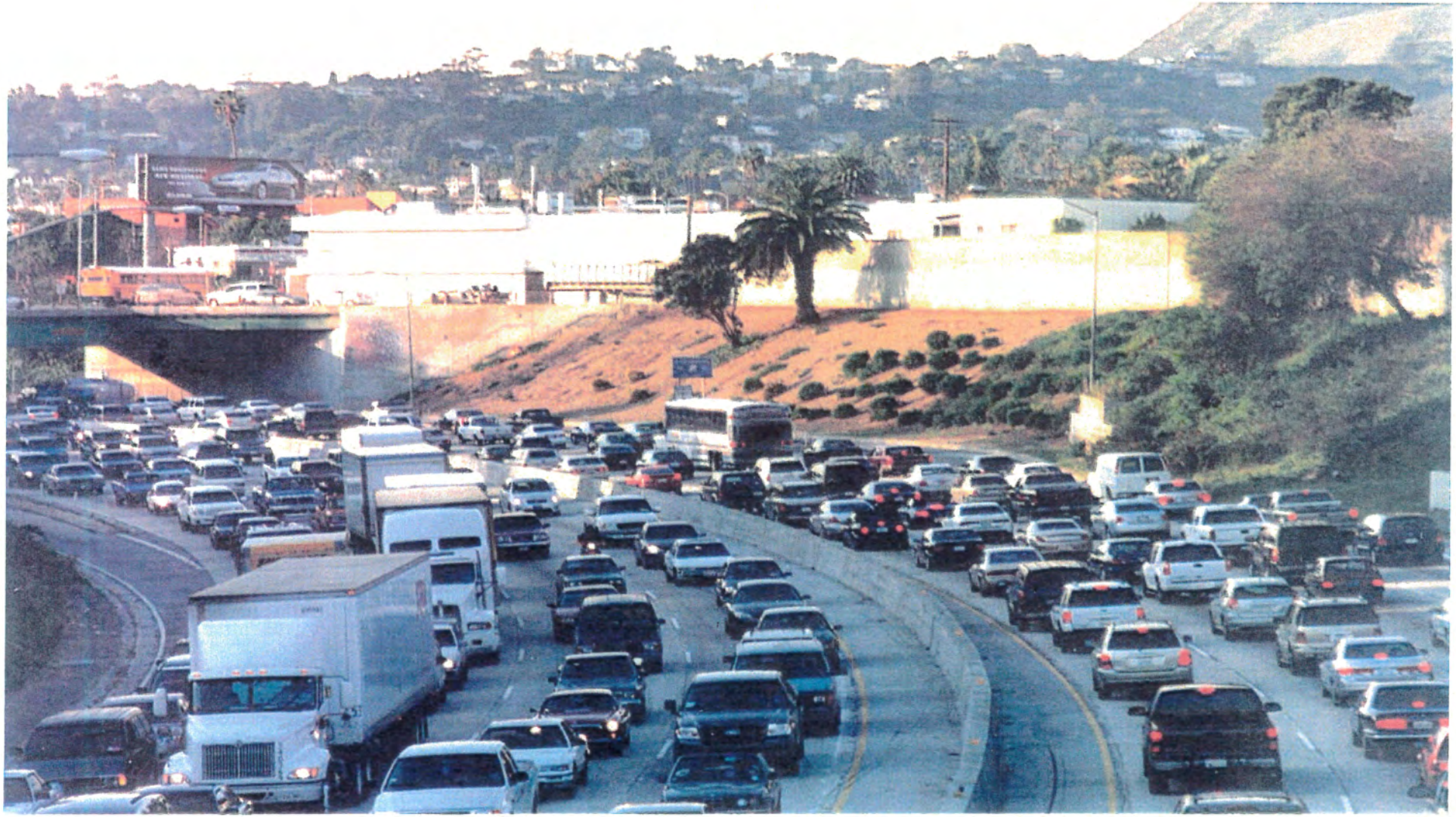
ROBERT L. GLUSHON

EXHIBIT 1

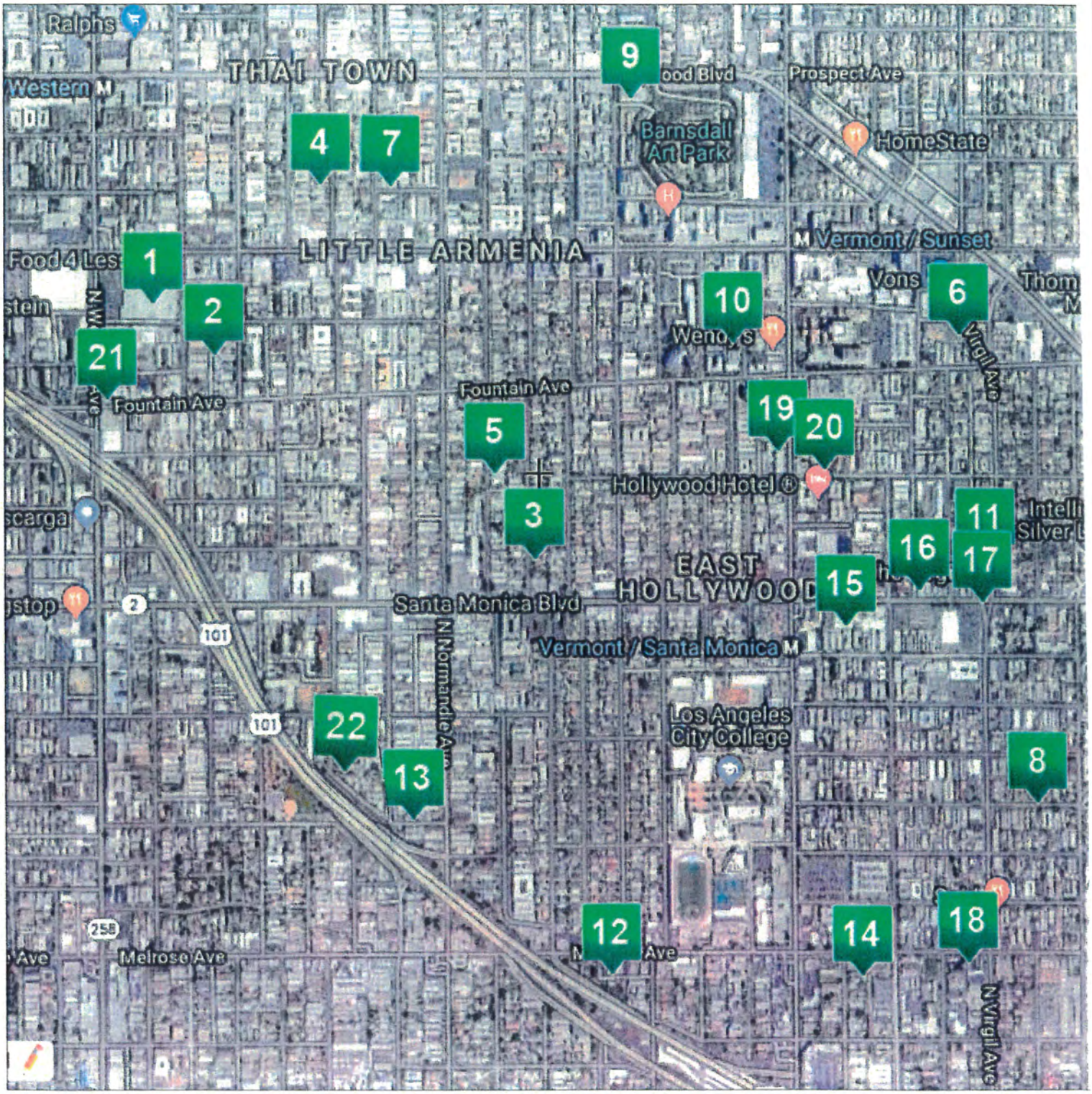
EXHIBIT 1

East Hollywood Neighborhood Council

List of Proposed Development Projects
May, 2019



	Address of proposed project	Existing	Proposed
1	5420 Sunset Blvd.	Food 4 Less site	735 apartment units in a 7-story building w/95,820 sq. ft. retail & 1,463 parking
2	1341 – 1349 N. Hobart Blvd.	9-unit, 1924 bungalow court	29-unit, 52-foot-tall apartment building w/37 parking stalls
3	1164 N. Kenmore Ave.	1920 English Tudor home	51-bedroom, 44-foot-tall apartment building w/5 parking stalls
4	1553 N. Kingsley Dr.	1913 Craftsman home	4-unit, 30-foot-tall apartment building w/8 parking stalls
5	1232 N. Mariposa Ave.	1920 single-family home	3-unit, 30-foot-tall subdivision w/6 parking stalls
6	1221 – 1229 N. Virgil Ave.	1922 duplex & 1920 home	10-unit, 50-foot-tall subdivision w/22 parking stalls
7	1552 N. Winona Blvd.	1919 single-family home	Two 30-foot-tall duplexes w/8 stalls
8	4132 Normal Ave.	1920 home	4-unit, 36-foot-tall subdivision w/8 stalls
9	4830 – 4850 Hollywood Blvd.	1-level commercial mall	101-unit, 75-foot-tall mixed use project w/ 176 parking stalls
10	1317 – 1329 N. New Hampshire	3 single-family homes from 1914, 1920, 1926	92-unit, 84-foot-tall apartment building w/64 parking stalls
11	1134 – 1140 N. Westmoreland	Two duplexes	9-unit, 31-foot-tall subdivision w/20 parking stalls
12	638 N. Heliotrope Dr.	1915 single-family home	Two 2-story duplexes w/7 parking stalls
13	900 N. Ardmore Ave.	Two 1920 single-family homes and 2 1925 duplexes	33-unit, 41-foot-tall apartment building w/38 parking stalls for 66 bedrooms
14	636 – 642 N. Juanita Ave.	1908 and 1911 homes	33-unit, 54-foot-tall apartment building w/42 parking stalls
15	4626 Santa Monica Blvd.	1-story Union Swap Meet	177 apartment units in an 86-foot-tall mixed use bldg. w/226 parking stalls
16	4575 Santa Monica Blvd.	1-story auto repair shop	14-unit, 60-foot-tall apt. w/7 stalls
17	4537 – 4545 Santa Monica Blvd.	Two 1-story commercial buildings (coin laundry)	23-unit, 72-foot-tall mixed-use building w/33 parking stalls
18	4100 Melrose Ave.	Former gas station and lot	33-unit, 67-foot-tall apt. w/34 stalls
19	1225 N. Vermont Ave.	Parking lot	58-unit, 91-foot-tall apt. w/55 stalls
20	1200 N. Vermont Ave.	2-story office	29-unit, 75-foot-tall mixed-use building w/15 residential parking stalls
21	1300 N. Western Ave.	Gas station	Sell alcohol for off-site consumption
22	926 – 932 N. Kingsley Dr.	Three 1919, 1-story single-family homes	37-unit, 41-foot-tall apartment building w/35 parking stalls


Ralphs
THAI TOWN
Western
9
4
7
Barnsdall Art Park
Prospect Ave
HomeState
LITTLE ARMENIA
Food 4 Less
1
2
10
Vons
6
21
Fountain Ave
5
19
20
Hollywood Hotel
3
11
16
17
15
EAST HOLLYWOOD
Santa Monica Blvd
Vermont / Santa Monica
101
22
13
Los Angeles City College
8
12
14
18
Melrose Ave
Vermont / Sunset
Virgil Ave
N Normandie Ave

5420 Sunset Blvd. (Food-4-Less site)

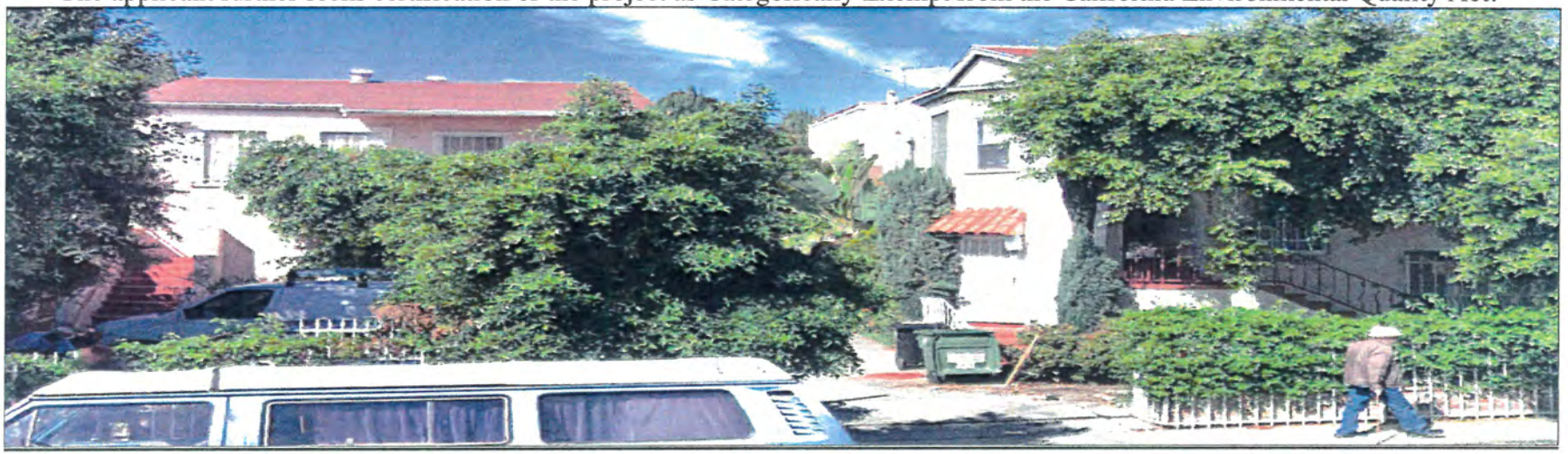
The proposed demolition of the 264,477 sq. ft. Food-4-Less and McDonald's site, for the construction of a 7-story, 735-unit, 849,500 sq. ft. mixed-use development with 95,820 sq. ft. of commercial space and 1,463 parking spaces. Case No.: ZA-2017-1083; ENV-2017-1084-EIR. Applicant: James Smith, American Realty Co. The applicant proposes to demolish the existing Food-4-Less building and parking lot, to develop the 75-foot-tall project. The request includes a Site Plan Review, a Project Permit Compliance Review, and a Conditional Use Beverage permit for a full line of alcohol for on- and off-site consumption.

<u>1341- 1349 N. Hobart Blvd</u>.

The proposed demolition of nine residential units totaling 6,201 sq. ft. within a 1924 bungalow courtyard located at 1341 - 1349 N. Hobart Blvd., and the construction of a 29-unit, 5-level, 52-foot-tall apartment building totaling 30,870 sq. ft. on the 8,625 sq. ft. lot in the R3-1XL Zone. There would be 37 parking spaces for the 29 units in a two-level parking garage. Case Nos.: DIR-2019-790-TOC; PAR-2018-5462-TOC; ENV-2019-791-EAF. Applicant: Michael Eghbali/1349 Hobart, LLC. The applicant proposes to demolish the existing one- and two-story bungalows on the site for a 29-unit apartment building. Under the Transit Oriented Communities (TOC) ordinance, 7 units would be reserved for affordable housing: 3 units for extremely low-income tenants, 2 units for very low income tenants, and 2 units for low income tenants, in exchange for:

1) An 80% increase in the allowed density (from 16 units to 29 units);
2) A 30% reduction in the required side yards;
3) A 22-foot and two-level increase in the maximum allowed height (from 30 feet to 52 feet)
4) A haul route approval to export more than 4,000 cubic yards of soil.

The applicant further seeks certification of the project as Categorically Exempt from the California Environmental Quality Act.



1164 N. Kenmore Ave.

The proposed demolition of a 1920 1-story, English Tudor single-family home and detached garage located at 1164 N. Kenmore Ave., for the construction of a 9-unit (with each unit featuring 5 or 6 bedrooms/bathrooms), 4-story, 44-foot-tall building with 17,168 sq. ft. of floor area and 5 parking stalls on the 8,250 sq. ft. lot in the RD1.5-1XL Zone. Case Nos.: DIR-2019-1210-TOC; PAR-2018-7391-TOC; ENV-2019-1211-EAF. Applicant: Chris Aiello of Harriman Capital, LLC, New York. There would be 51 bedrooms in the 9 units. Under the Transit Oriented Communities (TOC) ordinance, 1 unit would be reserved for low income housing in exchange for the following:

A) A 70% increase in the allowed density (from 5 units to 9 units);
B) A decrease in required parking from 18 stalls to 5 stalls;
C) A 14 1/2-foot increase in the maximum permitted building height, from 30 feet to 44' 4";
D) A 30% reduction in the required side yard setback, from 7 feet to 4' 11";
E) A 25% reduction in the required open space;
F) A 15% increase in the permitted Floor Area Ratio.

The applicant further seeks certification of the project as Categorically Exempt from the California Environmental Quality Act (CEQA).

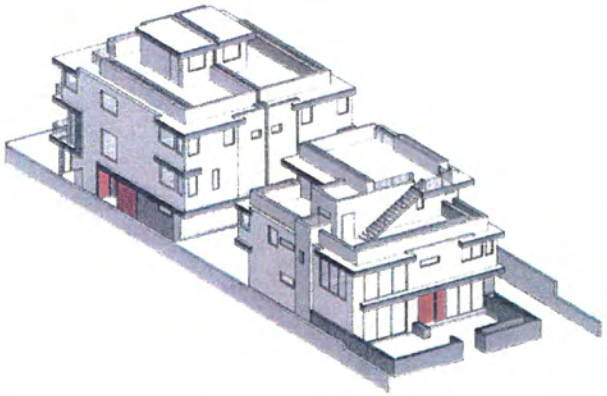

1164

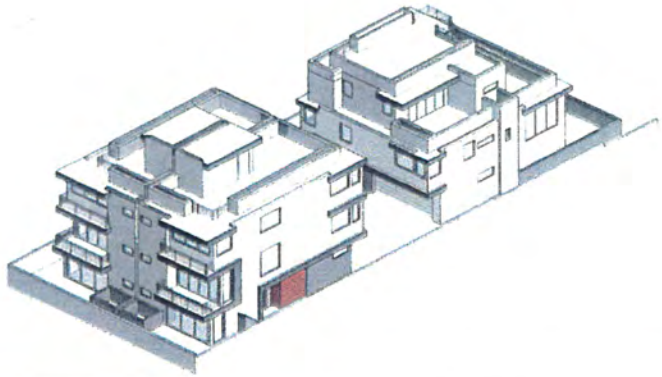
1553 N. Kingsley Dr.

The proposed demolition of a 1913 Craftsman duplex and detached garage on a 6,861 sq. ft. lot at 1553 N. Kingsley Dr., and the proposed construction of a 3-level, 30-foot tall, 4-unit, 8,180 sq. ft. apartment building with 8 parking spaces in an at-grade parking garage, in the RD1.5-1XL Zone and Subarea A (Neighborhood Conservation) of the Vermont/Western Transit Oriented District Specific Plan. Case Nos.: DIR-2019-906-SPP; ENV-2019-907-CE. Applicant: Shapour Shajirat. The applicant seeks approval of a Project Permit Compliance Review.

1232 N. Mariposa Ave.

A request to demolish a 1920, 1-story, single-family home and detached garage at 1232 N. Mariposa Ave., for the construction of a 3-unit, 4-level, 30-foot-tall (excluding roof decks), 6,253 sq. ft. Small Lot Subdivision with 6 parking spaces on the 6,508 sq. ft. lot in the RD2-1XL Zone. City Planning Case Nos.: AA-2019-2643-PMLA-SL; ENV-2018-2644-EAF. Applicant Juan Zhao of Urbanforms, Inc, seeks approval of his 3-unit parcel map to develop a Small Lot Subdivision with a 30-foot building height. Each unit would have two parking spaces. There would be a 15-foot front yard, 5-foot side yards, and a 10-foot rear yard.



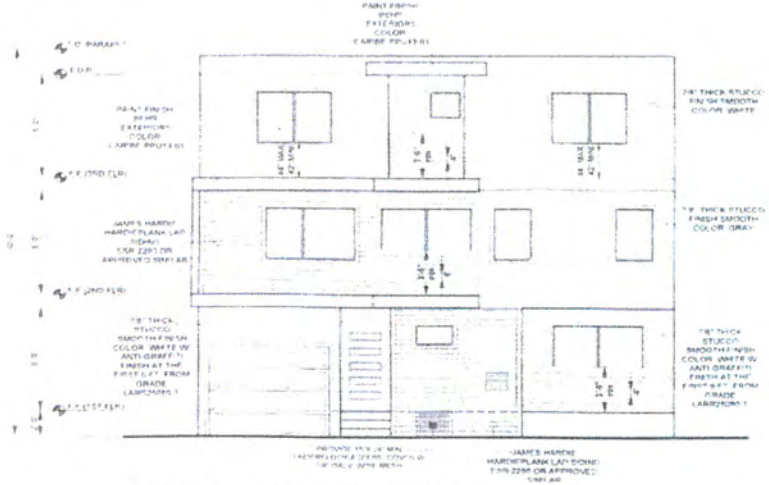


1221 – 1229 N. Virgil Ave.

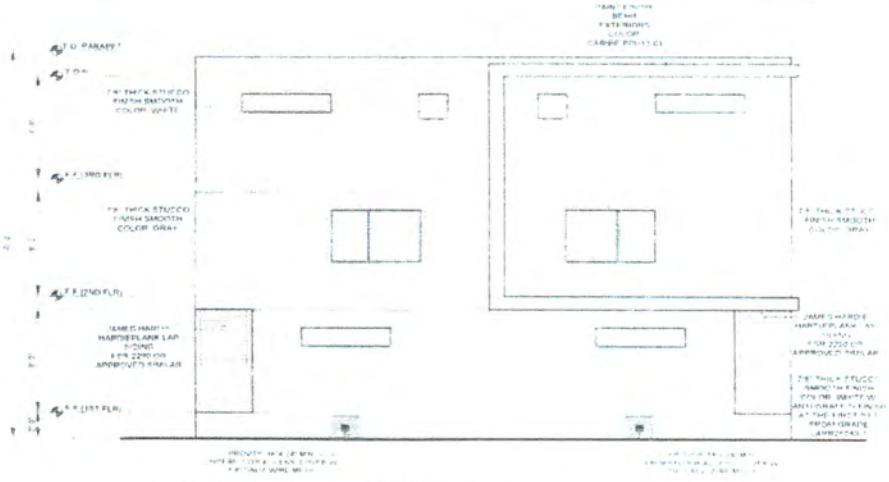
The proposed demolition of a 1922 duplex and a 1922 single-family home at 1221 – 1229 N. Virgil Ave., for the construction of a 10-unit, 5-level, 50-foot tall, 21,408 sq. ft. Small Lot Subdivision with 22 parking spaces on the 13,901 sq. ft. combined lots in the R2-1XL Zone and Subarea B of the Vermont/Western Transit Oriented District Specific Plan. Case Nos.: VTT-82052; DIR-2018-7635-SL; ENV-2018-7636-CE. Applicant: Chris Schwanitz.

1552 N. Winona Blvd.

A request to demolish a 1,877 sq. ft., 1919 Craftsman single-family 3-bedroom/2-bath home and a 216 sq. ft. detached garage at 1552 N. Winona Blvd., for the construction of two 3-story duplexes totaling 7,761 sq. ft. on the 6,705 sq. ft. lot., with 8 parking spaces The site is in the RD1.5-1XL Zone and subarea A of the Vermont/Western Transit Oriented District Specific Plan. City Planning Case Nos.: DIR-2018-7184-SPP; ENV-23018-7185-CE. Applicant Eliza Kerndian of Montrose Capital Holdings, LLC, seeks a Project Permit Compliance Review to develop two 2-bed/1-bath units, a 3-bed/2-bath unit, and a 1-bed/1-bath unit. There would be 15-foot front and rear yard setbacks, and 6-foot side yard setbacks.



FRONT BUILDING EAST ELEVATION



FRONT BUILDING NORTH ELEVATION

4132 Normal Ave.

A request to demolish a 1920, 2-story, 3-unit house at 4132 Normal Ave., for the construction of a 4-unit, 36-foot-tall, 6,795 sq. ft. Small Lot Subdivision with 8 parking spaces on the 6,976 sq. ft. lot in the RD1.5-1XL Zone. City Planning Case Nos.: AA-2018-721-PMLA-ZAA-SL; ENV-2018-722-EAF. Applicant James Quai Chi Tran of MERJ Family, LLC, seeks approval of his 4-unit parcel map to develop a Small Lot Subdivision with a 36-foot building height in lieu of the 30-foot height limitation. Each unit would have three bedrooms, 2 1/2 bathrooms and a roof deck, and range in total square footage (including garage and roof deck) from 2,393 sq. ft. to 2,835 sq. ft. The project would have a 16-foot front yard setback in accordance with the existing building line, a 5-foot rear yard, and a 5-foot west side yard.

Next to Barnsdale Park

The proposed demolition of an existing 15,813, one-story commercial mall at 4830-4850 Hollywood Blvd. (at Edgemont St.), and the construction of a 101-unit, 6-story, 75-foot-tall mixed use project with 10,000 sq. ft. of retail space and 176 parking spaces in Subarea C of the Vermont/Western Transit Oriented District Specific Plan. Case Nos. DIR 2017-2825-SPP-WDI-SPR; ENV 2017-2826-EAF. Applicant Jason Zhu, Gendale Corp., in partnership with La Terra Development, seeks a Project Permit Compliance Review pursuant to LAMC Section 11.5.7.C, and a Project Site Plan Review pursuant to LAMC Section 16.05, to construct a 117,527 sq. ft. development with twentysix studio apartment units, fifty 1-bedroom units, twentythree 2-bedroom units, and two 3-bedroom units on the 40,502 gross sq. ft. lot. The development would have no setbacks on Hollywood Blvd. or Edgemont St.

1317 – 1329 N. New Hampshire Ave.

The proposed demolition of three 1-story, single-family homes covering three separate lots at 1317 – 1329 N. New Hampshire Ave. (dated 1914, 1920 and 1926 and totaling 7 existing units), for the construction of a 92-unit, 7-story, 84-foot-tall apartment building with 82,690 sq. ft. of floor area and 64 parking stalls on the 20,260 sq. ft. combined lots in the R4-1 Zone and Subarea C of the Vermont/Western Transit Oriented District Specific Plan. Case Nos.: DIR-2019-1224-SPP-TOC; PAR-2019-1350-TOC; ENV-2019-1224-EAF. Applicant: Gelena Wasserman of North New Hampshire Partners, LLC. There would be 25 studio units, 39 one-bedroom units, and 28 two-bedroom units. The project would have a 5-foot front yard, 6-foot side yards, and a 10-foot rear yard. Under the Transit Oriented Communities (TOC) ordinance, 11 units would be reserved for low income housing in exchange for the following incentives:

A) An 80% increase in the allowed density (from 51 units to 92 units);

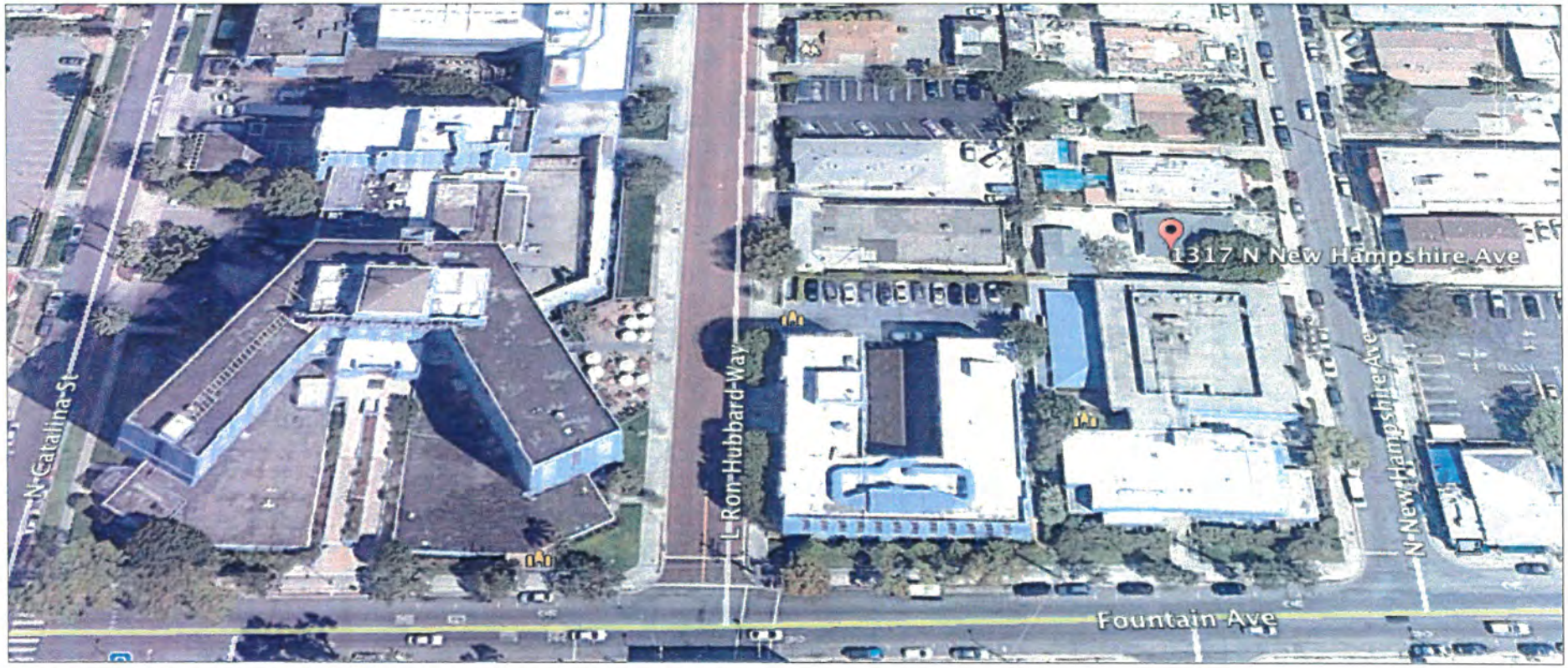
B) A decrease in required parking from 186 stalls to 64 stalls;

C) A 22-foot increase in the maximum permitted building height, from 50 feet to 84 feet;

D. A 25% reduction in the required open space, from 9,900 sq. ft. to 7,425 sq. ft.

E). A 50% increase in the permitted Floor Area Ratio from 3.0:1 to 4.1:1.

The applicant further seeks certification of the project as Categorically Exempt from the California Environmental Quality Act (CEQA), and approval of a Project Permit Compliance review.



NORTH EAST STREET VIEW

NEW HAMPSHIRE

ENTITLEMENT SUBMITTAL

PERSPECTIVE

1134-1140 N. Westmoreland Ave.

The proposed demolition of two duplexes at 1134-1140 N. Westmoreland Ave., for the construction of a 9-unit, 31-foot tall, 14,684 sq. ft. Small Lot Subdivision with 20 parking spaces on the 12,969 sq. ft. combined lots in the RD1.5-1XL Zone and Subarea A of the Vermont/Western Transit Oriented District Specific Plan. Case Nos.: VTT-82011; DIR-2018-7679-SL-SPR; ENV-2018-7680.

638 N. Heliotrope Dr.

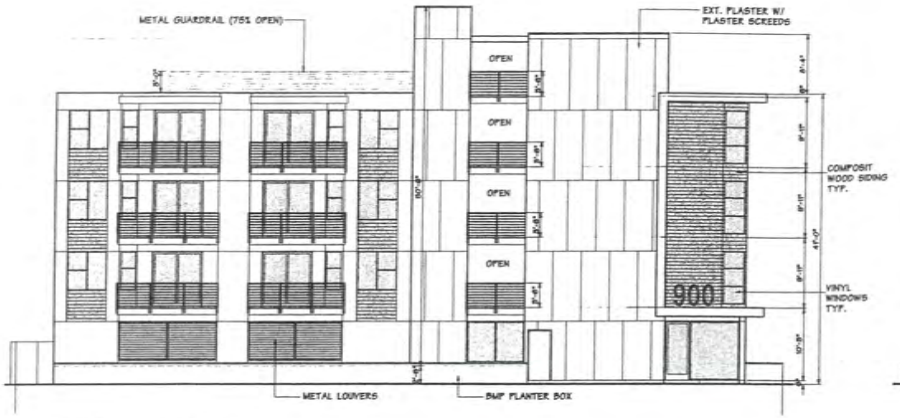
A request to demolish a 1915, 1-story, 2,084 sq. ft., single-family home at 638 N. Heliotrope Dr., for the construction of two, 2-story duplexes totaling 5,447 sq. ft. on the 7,700 sq. ft. lot with 7 parking spaces in the R3-1 Zone. City Planning Case Nos.: DIR-2018-4745; ENV-2018-4746-CE. Applicant Jill Strauss seeks a Project Permit Compliance Review under the Vermont/Western Transit Oriented District Specific Plan to develop two 3-bedroom duplexes. There would be a 35-foot front yard setback, a 20-foot rear yard setback, and a 5-foot side yard. The duplexes would have a maximum height of 23 feet. Each unit would have three bedrooms, and range in total square footage from 2,600 sq. ft. to 2,847 sq. ft.

900 block of Ardmore Ave.

The proposed demolition of two 1920 single-family homes located at 908 N. Ardmore Ave. and 4819 & 4829 Lemon Grove, and the demolition of two 1925 2-unit duplexes located at 900 - 902 N. Ardmore Ave., for the construction of a 4-story, 41-foot tall, 33-unit apartment building with 38 parking spaces for the 66 bedrooms (1/2 stall per bedroom) on the 17,677 sq. ft. combined lot in the R3-1XL Zone. City Case Nos.: DIR 2018-3931; ENV-2018-EAF. Applicant: John Guell of WCG Southland LLC. In consideration of reserving four units dedicated for Very Low Income tenants, the applicant seeks the following Tier 1 incentives under the Transit Oriented Communities ordinance:

A) A 41-foot building height in lieu of the 30-foot height limitation;
B) A 50% density increase to 33 units, in lieu of the 22 otherwise permitted in the R3 Zone;
C) Side yard setbacks of 5'3" in lieu of the 7-foot side yards otherwise required;
D) Parking at 0.5 stalls per apartment bedroom in lieu of 66 stalls (based upon habitable rooms), with 33 standard stalls and 5 compact tandem stalls

900 block of N. Ardmore Ave.



WEST ELEVATION

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

EAST ELEVATION

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

SOUTH ELEVATION

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

MORRIS DESIGN
45120 VIA CARINA
INDIAN WELLS, CA 92210
T. (310) 808-6745
E-MAIL rjmorris@verizon.net

REVISIONS

LICENSED ARCHITECT
RANDY J. MORRIS
C-3062
REN. 7-31-19
STATE OF CALIFORNIA

EXTERIOR ELEVATIONS

ARDMORE APARTMENTS
900 ARDMORE AVENUE, LOS ANGELES, CA

WCG SOUTHLAND LLC
1180 ADAMS BLVD., LOS ANGELES, CA 90007

DATE: 7/1/18

SHEET:

P-6

636 – 642 N. Juanita Ave.

The proposed demolition of a 1908 single-family home and rear unit at 642 N. Juanita Ave., and the demolition of an adjacent 1911 Craftsman single-family home and detached garage at 636 N. Juanita Ave., for the construction of a 33-unit, 54-foot-tall apartment building with 42 parking stalls and 36,835 sq. ft. of floor area on the combined 15,004 sq. ft. lot in the R3-1 Zone and Subarea A (Neighborhood Conservation) of the Vermont/Western Transit Oriented District Specific Plan. Case Nos.: DIR-2019-970-SPP-TOC; PAR-2018-7571-TOC; ENV-2019-970-EAF. Applicant: Justin Barth of 636 Juanita Ave., LLC. There would be 10 studio units and 23 two-bedroom units. Under the Transit Oriented Communities (TOC) ordinance, 4 units would be reserved for extremely low income housing in exchange for the following incentives:

1) A 70% increase in the allowed density (from 19 units to 33 units);
2) A decrease in required parking from 72 stalls to 42 stalls;
3) A 9-foot increase in the maximum permitted height, from 45 feet to 54 feet;
4) An increase in the allowed Floor Area Ratio (FAR) from 3.0:1 to 3.4:1.

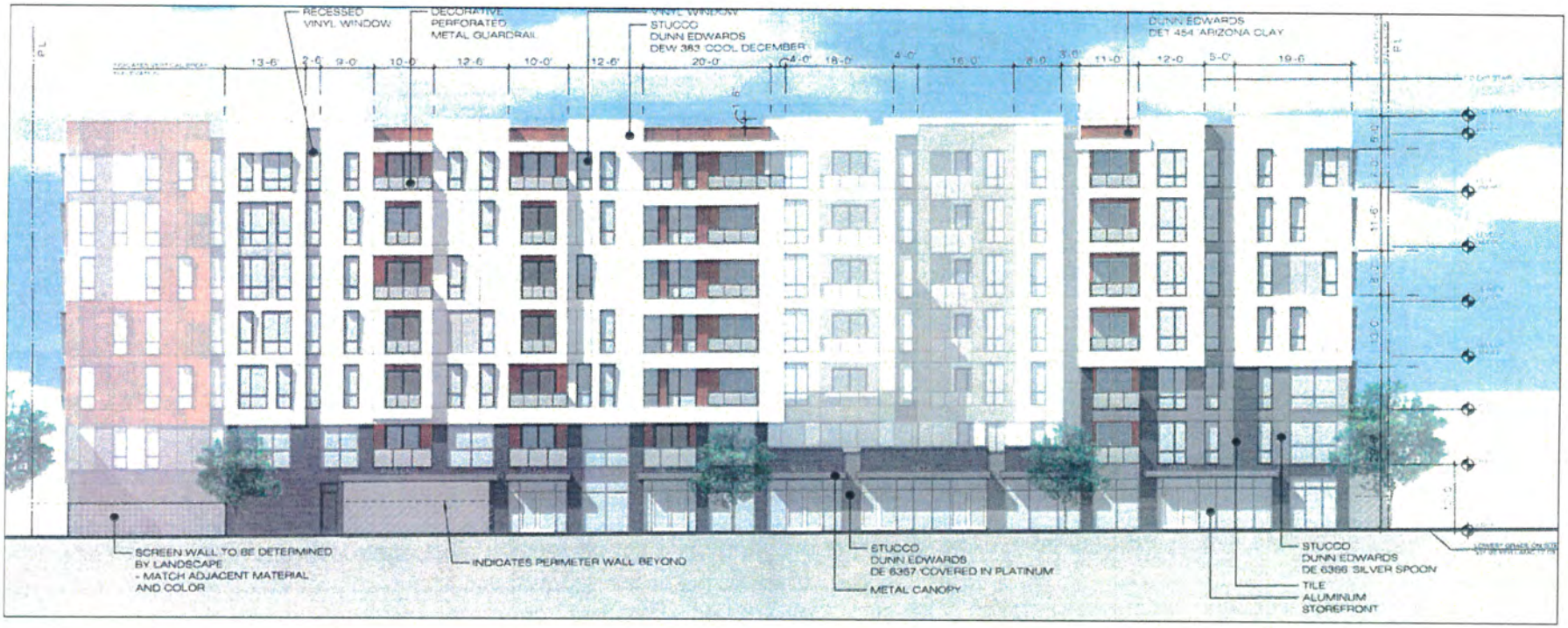
The applicant further requests a Project Permit Adjustment to allow the combination of two lots that exceeds the maximum allowed 15,000 sq. ft.; a Project Permit Compliance Review; a haul route to export 5,606 cubic yards of soil; and approval of the project's environmental assessment.

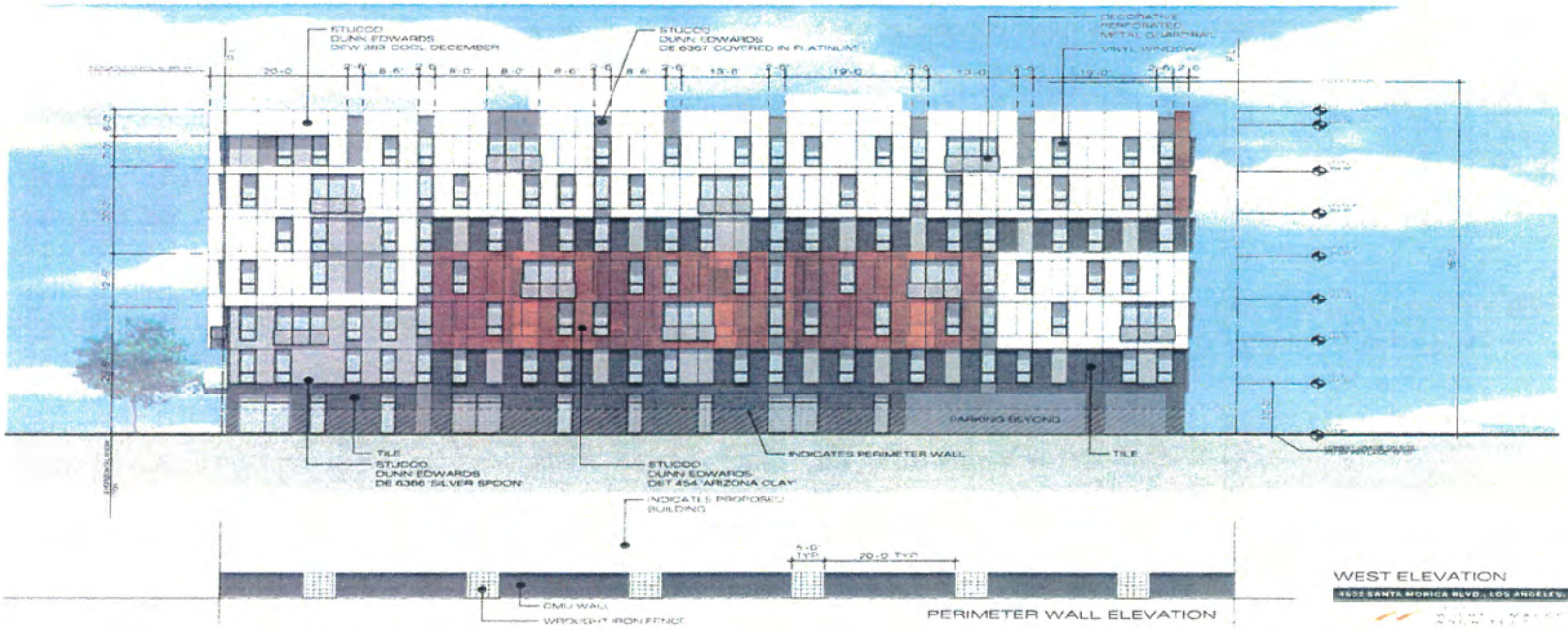
4626 Santa Monica Blvd.

The proposed demolition of the 1-story, 24,696 sq. ft., Union Swap Meet commercial building and accompanying surface parking lot for the construction of a 7-story, 86-foot tall, 177-unit mixed-use apartment/retail building at 4626-4644 Santa Monica Blvd. totaling 170,141 sq. ft. on the 39,113 sq. ft. lot in the C2-1D Zone and Subarea C of the Vermont/Western Transit Oriented District Specific Plan. There would be 226 parking spaces for the 177 apartment units and 5,500 sq. ft. of commercial space, in two subterranean parking levels and an at-grade parking podium. Case Nos. DIR 2019-337-SPP-SPPA-TOC-SPR; POC-2018-6963-TOC; ENV 2019-338-CE. Applicant: Garrett Lee of 4632 Santa Monica, LP. The applicant proposes to demolish the existing commercial building and construct a 177-unit apartment building with 6 residential levels over the parking podium. There would be no front yard, a 5-foot rear yard and 5-foot side yards. The project would require the exportation of 33,699 cubic yards of excavated dirt. Under the Transit Oriented Communities (TOC) ordinance, twenty (20) residential units would be reserved for extremely low-income tenants, in exchange for:

1) An 80% increase in the allowed density (177 units in lieu of the otherwise permitted 97 units);
2) A decrease in Code required parking from the minimum 305 required by the specific plan to 223 stalls, including a 36% reduction in the number of required commercial parking stalls;
3) A height of 86 feet in lieu of the 75-foot limitation in Subarea C;
4) A 45% increase in the allowed Floor Area Ratio (An FAR of 4.35:1 in lieu of the 3.0:1 FAR otherwise permitted).
5) A 25% reduction in required open space;
6) A 25% reduction in the specific plan's minimum distance to the roof perimeter to count the roof deck area as common open space within 15 feet of the roof perimeter in lieu of the required 20 feet;
7) An 11-foot increase to the specific plan's 2nd story setback requirement, from a maximum 30-foot height to 41 feet;
8) An 11-foot increase to the specific plan's 30-foot height limit of a building façade within 15-feet of the property line.
9) A specific plan adjustment from the design guidelines to "allow a redistribution of building massing and volume equivalent to the total required stepbacks at the front façade along Santa Monica Blvd., in lieu of the requirement that no portion of any structure exceed more than 30 feet in height within 15 feet of the front property line and a ten-foot setback of the second floor from the first floor frontage";
10) A haul route approval for the removal of 36,699 cubic yards of dirt.

The applicant further seeks approval of: a Project Permit Compliance Review, a Site Plan Review, and certification of the project as Categorically Exempt from the California Environmental Quality Act (CEQA).





PERIMETER WALL ELEVATION

WEST ELEVATION

4532 SANTA MONICA BLVD., LOS ANGELES, CA 90029

4575 Santa Monica Blvd.

The demolition of two 1-story auto repair garages built in 1971 and 1979 (total 2,160 sq. ft.), for the construction of a 5-story, 60-foot tall, 14-unit, 14,000 sq. ft. apartment building on a 5,322 sq. ft. lot (95% lot coverage) in the C2-1D Zone and Subarea B of the Vermont/Western Transit Oriented District Specific Plan. The project would consist of 12 two-bedroom units with 7 standard parking spaces (4 tandem). City Planning Case Nos.: DIR-2018-347-TOC-SPP-SPPA-WDI; ENV-2018-348-EAF. Applicant Amirali Shakoorian of 4575 Santa Monica Blvd. LLC seeks the following:

1) Approval of a Project Permit Compliance review;
2) Waiver of the 15' by 15' corner dedication requirement for the intersection of Santa Monica Blvd. and Lyman Place;
3) In consideration of reserving two units dedicated for Very Low Income tenants, the following Tier 3 incentives under the Transit Oriented Communities ordinance:
A) A 60-foot building height in lieu of the 50-foot Subarea B height limitation;
B) An alternative interpretation of the SNAP Transitional Height limitation of 25 feet above the height of the lowest adjacent structure in Subarea A, redefining the manner of estimating transitional height by using a 45° plane starting 25 feet above the property line of the residential building across the alley from the project site;
C) A 36-foot building height within the first 15 feet from Santa Monica Blvd., in lieu of the 30-foot maximum height otherwise permitted in the front stepback area;
D) A 2.63:1 Floor Area Ratio (FAR) in lieu of the Subarea B 2:1 FAR restriction, which would limit the proposed building's square footage to 10,644 sq. ft.;
E) Parking at 0.5 stalls per apartment unit in lieu of SNAP's parking maximum of 32 spaces (based upon habitable rooms); and
F) 25% reduced total required open space at grade, from 1,900 sq. ft. to 1,400 sq. ft.
4) Project Permit Adjustment to allow the transfer of 164.6 sq. ft. of ground-level transparent elements from frontage on Lyman Place to frontage on Santa Monica Blvd.;

4575 SANTA MONICA BOULEVARD

APPLICATION TO THE CITY OF LOS ANGELES DEPARTMENT OF CITY PLANNING

4575
SANTA MONICA BLVD.
LOS ANGELES, CA

OWNER
4575 SANTA MONICA BLVD., LLC
4551 RUSSELL AVE.
LOS ANGELES, CA 90027
323-645-0450

ARCHITECT
IWAMOTOSCOTT ARCHITECTURE
128 TEXAS STREET
SAN FRANCISCO, CA 94107
415-643-7773

IWAMOTOSCOTT
ARCHITECTURE

REV.	DESCRIPTION	DATE
	SD 50%	11/21/2017
	SD 100%	12/08/2017
1	SD 100% REV. 1	01/19/2018
	DD 25%	08/22/2018
2	DD 25% REV 1	11/27/2018

STAMP

SCALE: N.T.S.
DRAWN BY: TEAM
ISAR PROJECT NO: XXXXX

N

COVER SHEET

G0.01

4537 – 4545 Santa Monica Blvd.

The proposed demolition of two 1-story commercial buildings (a coin laundry and an appliance store) located at 4537 – 4545 Santa Monica Blvd. at the intersection of Westmoreland Ave., for the construction of a 23-unit, 7-story, 72-foot-tall mixed-use building with 27,578 sq. ft. of floor area (4,390 sq. ft. commercial) and 33 parking stalls on the 9,993 sq. ft. lot in the C2-1D Zone and Subarea B of the Vermont/Western Transit Oriented District Specific Plan. Case Nos.: DIR-2019-2431-SPP-TOC; PAR-2019-1350-TOC; ENV-2019-2432-EAF. Applicant: Joseph Proctor of Equity Investments LLC. There would be 2 studio units, 6 one-bedroom units, 11 two-bedroom units, and 4 three-bedroom units. The applicant seeks 1) Approval of a Project Permit Compliance review; and 2) Waiver of the 15' by 15' corner dedication requirement for the intersection of Santa Monica Blvd. and Lyman Place. Under the Transit Oriented Communities (TOC) ordinance, 4 units would be reserved for low income housing in exchange for the following incentives:

A) A 76% increase in the allowed density (from 13 units to 23 units);

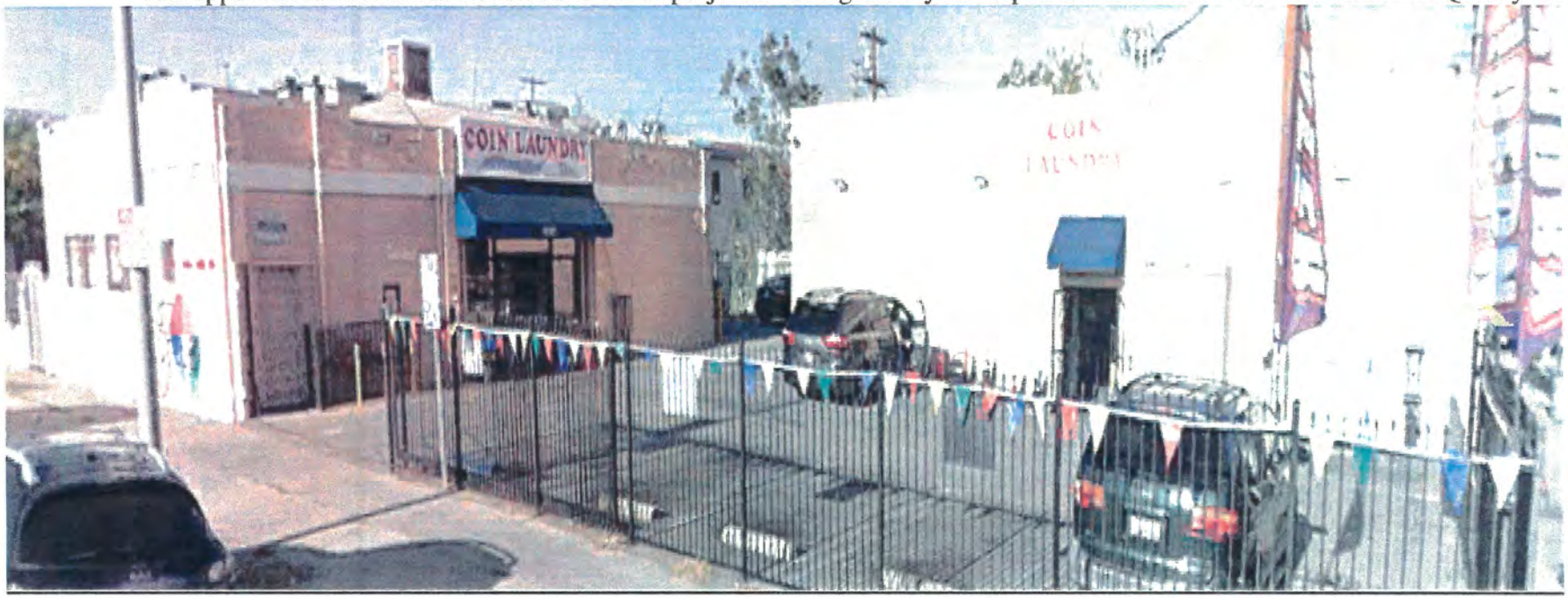
B) A decrease in required parking from 57 stalls to 33 stalls;

C) A 22-foot increase in the maximum permitted building height, from 50 feet to 72 feet;

D) An alternative interpretation of the SNAP Transitional Height limitation of 25 feet above the height of the lowest adjacent structure in Subarea A, redefining the manner of estimating transitional height by using a 45° plane starting 25 feet above the property line of the residential building across the alley from the project site;

E). A 25% reduction in the required open space.

The applicant further seeks certification of the project as Categorically Exempt from the California Environmental Quality Act.



4100 Melrose Ave.

The proposed demolition of a 1-story 2,592 sq. ft., former gas station constructed in 1935 and accompanying surface parking lot for the construction of a 5-story, 67-foot tall, 33-unit apartment building at 4100 Melrose Ave. totaling 27,615 sq. ft. on two lots of 15,004 sq. ft. lot in the C2-1 Zone and Subarea B of the Vermont/Western Transit Oriented District Specific Plan. There would be 34 parking spaces for the 33 units in an at-grade parking podium. Case Nos. DIR 2018-7575; ENV 2018-7576-EAF. Applicant: Russell Gould of Melrose Community Builders LLC. The applicant proposes to demolish the existing commercial buildings and construct a 33-unit apartment building with 4 residential levels over the parking podium. There would be no front, rear or side yards. Under the Transit Oriented Communities (TOC) ordinance, five (5) residential units would be reserved for very low-income tenants, in exchange for:

1) A 70% increase in the allowed density (33 units in lieu of the otherwise permitted 18 units);
2) A decrease in LAMC required parking from the minimum 58 required by the specific plan to 34 stalls, consisting of 17 standard and 17 compact stalls; and
3) A height of 67 feet in lieu of the 50-foot limitation in Subarea B, and a 41-foot front building stepback in lieu of the maximum 30-foot height permitted.

1225 N. Vermont Ave.

The proposed construction of a 58-unit, 8-story, 91-foot-tall mixed-use building with 3,245 sq. ft. of ground floor commercial space and 55 total parking spaces in a 3-level parking podium located at 1225 N. Vermont Ave. The proposed development is in the C2-1D Zone and Subarea C of the Vermont/Western Transit Oriented District Specific Plan. The project would total 54,790 sq. ft. on the 12,596 sq. ft. lot, and cover 100% of the lot area. Case Nos.: DIR-2019-909-TOC-SPP; PAR-2019-___-TOC; ENV-2019-910-CE.

Applicant: Pirooz Amona/1255 N. Vermont, LLC. Under the Transit Oriented Communities (TOC) ordinance, 6 units would be reserved for extremely low income housing in exchange for the following incentives:

1) A 70% increase in the allowed density (from 34 units to 58 units);
2) An increase in the allowed Floor Area Ratio from 3.0:1 to 4.5:1;
3) A 16-foot increase in the maximum allowed building height, from 75 feet to 91 feet;
4) A decrease in required parking from 136 stalls to 55 stalls;
5) A 25% reduction in the required open space.

The applicant further seeks certification of the project as Categorically Exempt from the California Environmental Quality Act (CEQA).

NEW 8-STORY MIXED USE MEDICAL OFFICE AND APARTMENT BUILDING INCLUDING
5-STORY 58-UNIT APARTMENT BUILDING(TYPE II-A) OVER 2-LEVEL PARKING STRUCTURE (TYPE I-A) OVER 1-LEVEL
MIXED PARKING STRUCTURE AND MEDICAL OFFICE (TYPE I-A)

(PROPOSED DEVELOPMENT DESIGNED TO COMPLY WITH CITY OF LOS ANGELES T.O.C. ORDINANCE AND VERMONT/WESTERN SPECIFIC PLAN GUIDELINE)

PROJECT ADDRESS: 1225 N. VERMONT AVE., LOS ANGELES, CA 90029

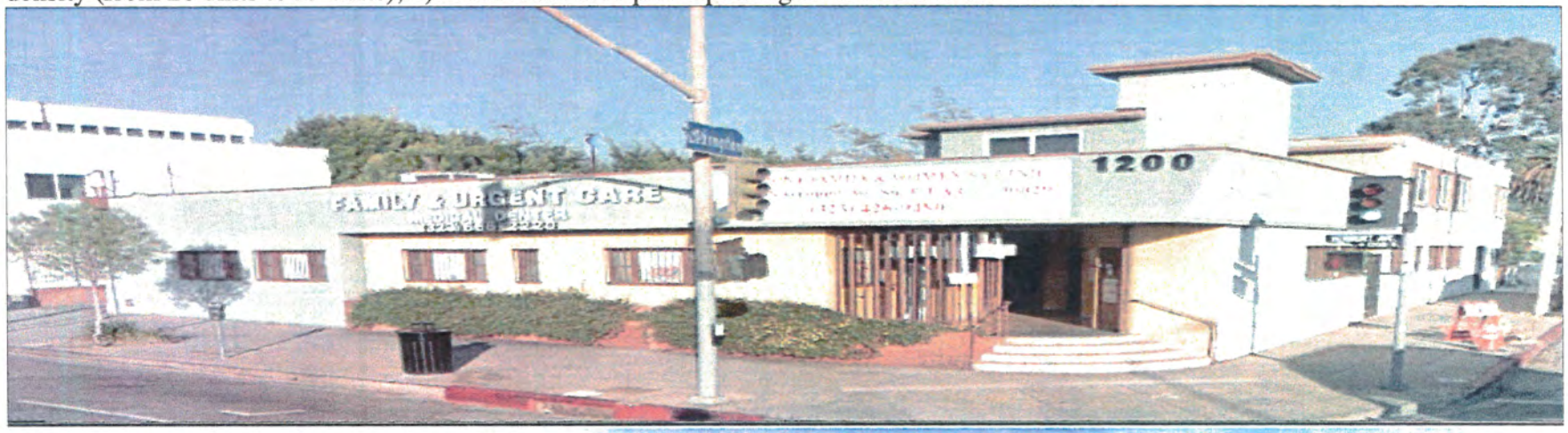
DEVELOPER: 1225 N. VERMONT LLC
P.O. BOX 35833, LOS ANGELES, CA 90035

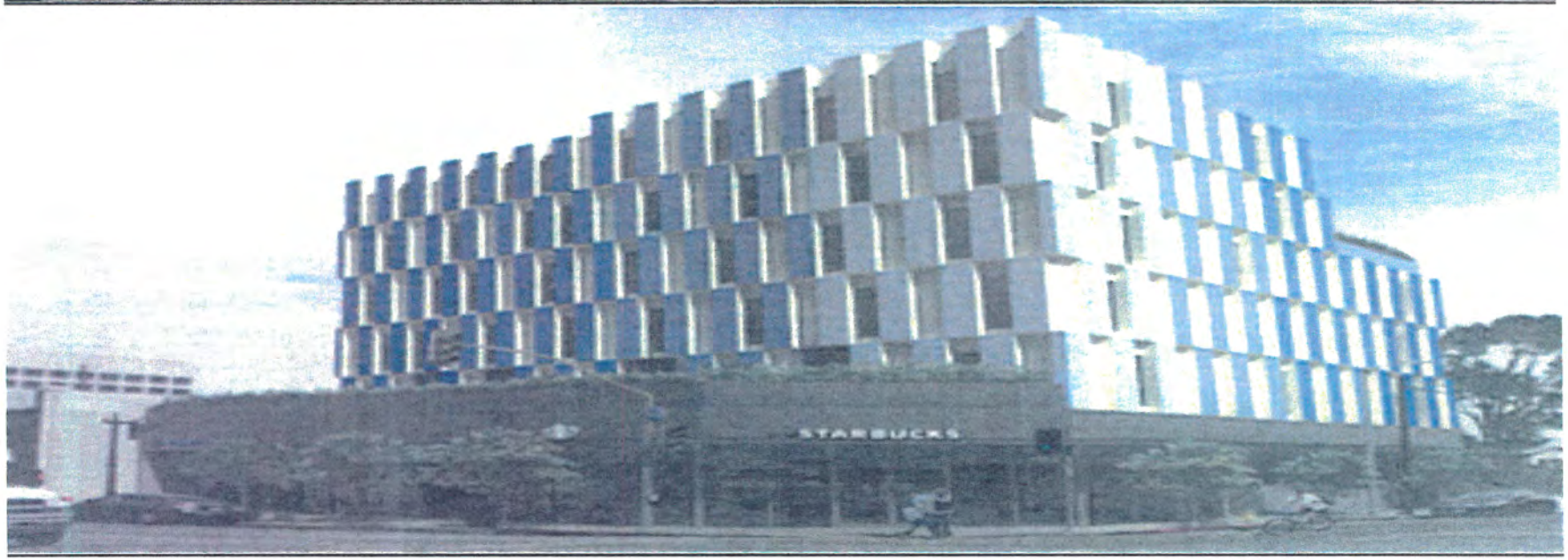
ARCHITECT: BABAK BARDI CHAHARMAHALI, AIA
11040 SANTA MONICA BLVD, SUITE 430, LOS ANGELES, CA 90025 TEL:310.430.5565 FAX:310.427.7446

DIR 201[illegible]-09

1200 N. Vermont Blvd.

The proposed demolition of a 1949, 5,546 sq. ft. 2-level commercial building at 1200 N. Vermont Blvd., and the construction of a six-story, 75-foot tall, 29-unit mixed-use building with 6,995 sq. ft. of ground level commercial space and 15 residential parking spaces (plus 6 commercial parking spaces) in a sub-grade garage. The proposed development would total 24,520 sq. ft. on the 8,200 sq. ft. lot in the C2-1D Zone and Subarea C of the Vermont/Western Transit Oriented District Specific Plan. Case Nos.: DIR-2019-1254-TOC-SPP; PAR-2018-4490-TOC; ENV-2019-1255-CE. Applicant: Morris Sharaf. Under the Transit Oriented Communities (TOC) ordinance, 3 units would be reserved for extremely low income housing in exchange for the following incentives: 1) A 38% increase in the allowed density (from 20 units to 29 units); 2) A decrease in required parking from 62 stalls to 21 stalls.





1300 N. Western Ave.

An application for a Conditional Use Beverage (CUB) permit to allow the sale of beer and wine for off-site consumption at an existing 2,100 sq. ft. Union 76 gasoline station located at 1300 N. Western Ave. (at the intersection of Western Ave.). Proposed hours of operation are 24 hours daily. The station is currently being expanded to include a 7/11 convenience store. The site is in the C2-1 Zone. Applicant: Marrall Bagerdjian of Sunrise energy, Inc. Note: The site is across from Covenant House.

926, 926 ½, 928, 930 and 932 N. Kingsley Dr.

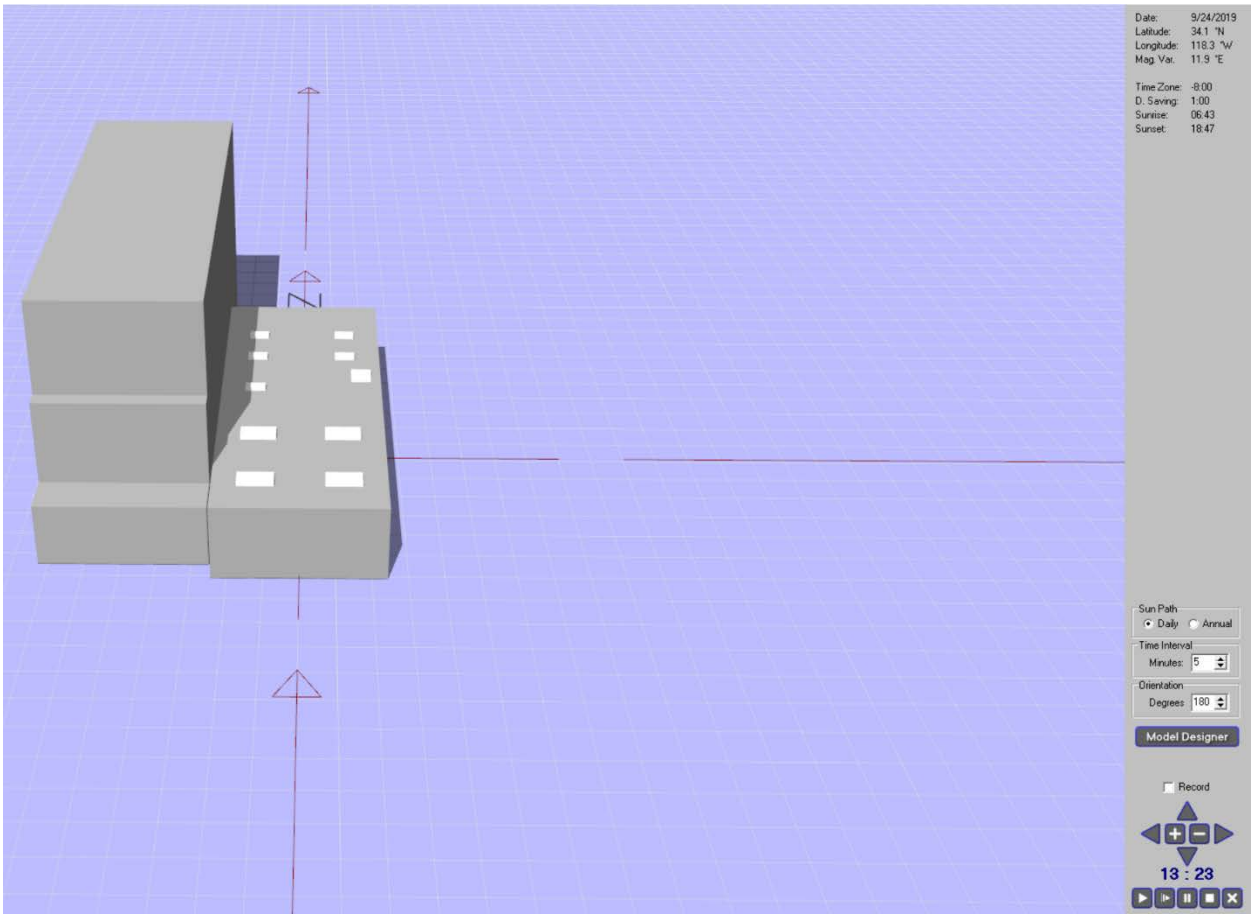
The proposed demolition of a 1-story, single-family home and two duplexes covering two separate lots at 926, 926 ½, 928, 930 and 932 N. Kingsley Dr. (circa 1919 and totaling 5 existing units), for the construction of a 37-unit, 4-story, 41-foot-tall apartment building with 32,056 sq. ft. of floor area and 35 parking stalls on the 17,719 sq. ft. combined lots in the R3-1XL Zone. Case Nos.: DIR-2019-2938-TOC; PAR-2019-2444-TOC; ENV-2019-2940-CE. Applicant: Edgar Zalyan of Lexington Projects, LLC. There would be 27 one-bedroom units, 8 two-bedroom units, and 2 three-bedroom units. The project would have a 15-foot front yard, 5-foot side yards, and a 15-foot rear yard. Under the Transit Oriented Communities (TOC) ordinance, 4 units would be reserved for low income housing in exchange for the following incentives:

A) A 70% increase in the allowed density (from 22 units to 37 units);
B) A decrease in required parking from 61 stalls to 35 stalls;
C) An 11-foot increase in the maximum permitted building height, from 30 feet to 41 feet;
D. A reduction in required side yards from 7 feet to 5 feet.

The applicant further seeks certification of the project as Categorically Exempt from the California Environmental Quality Act (CEQA).

EXHIBIT 2

EXHIBIT 2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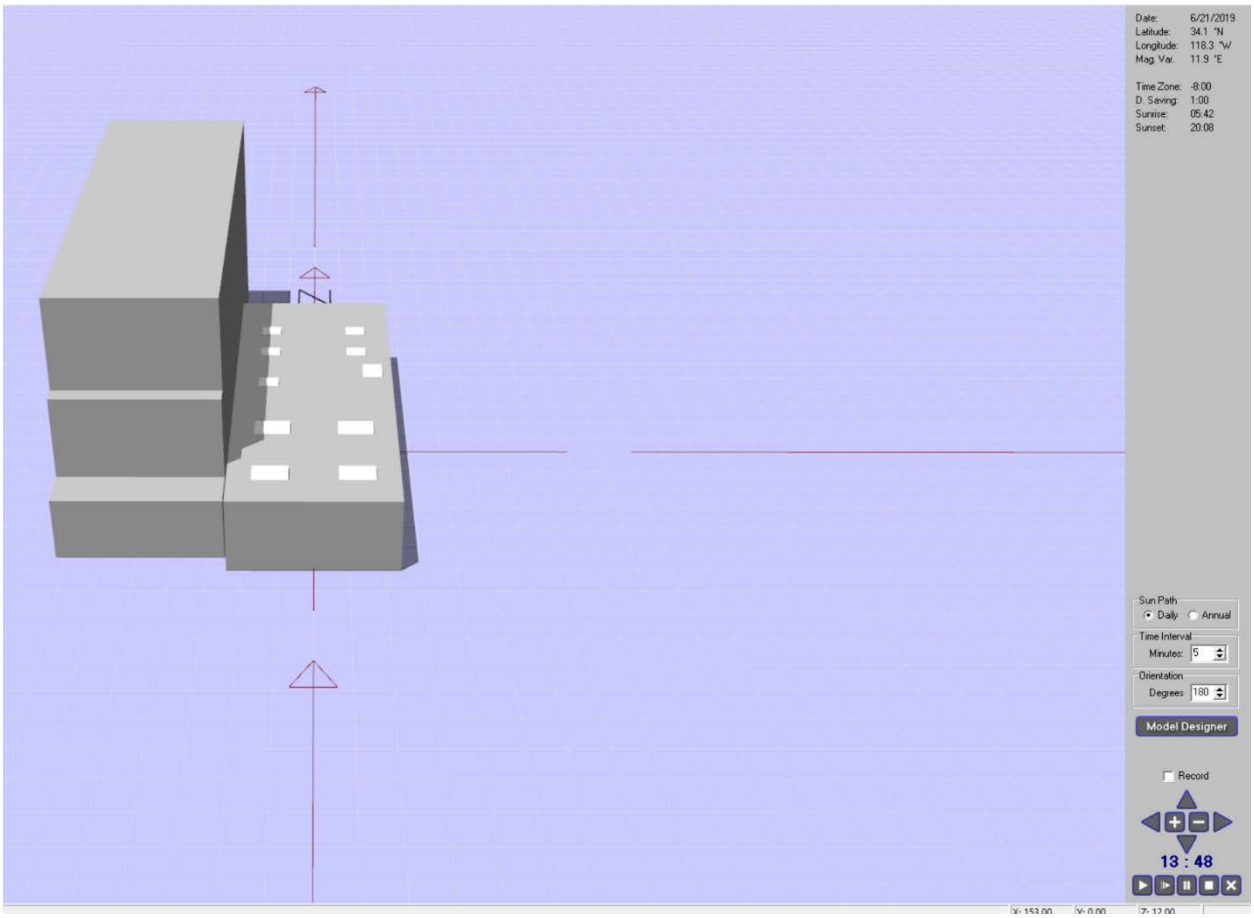
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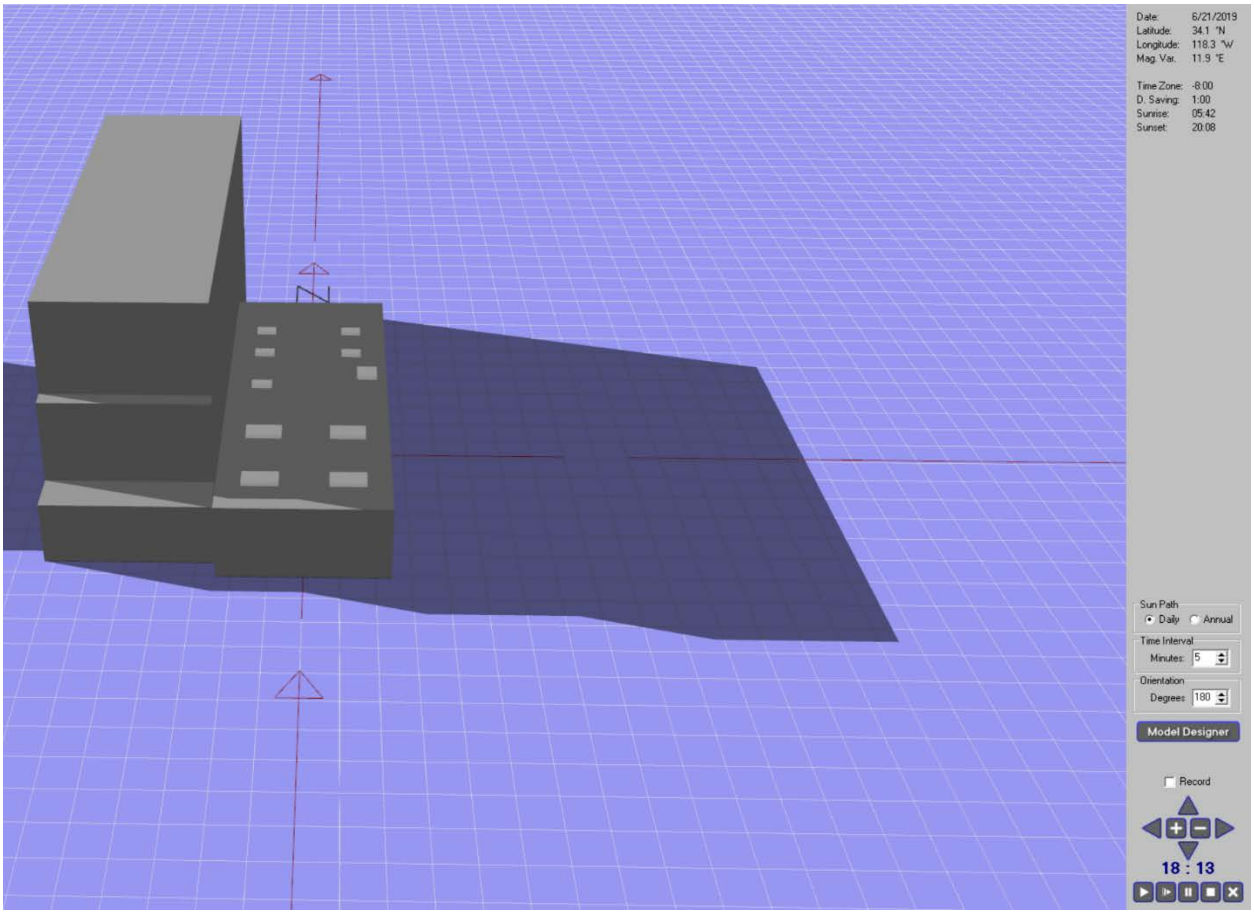
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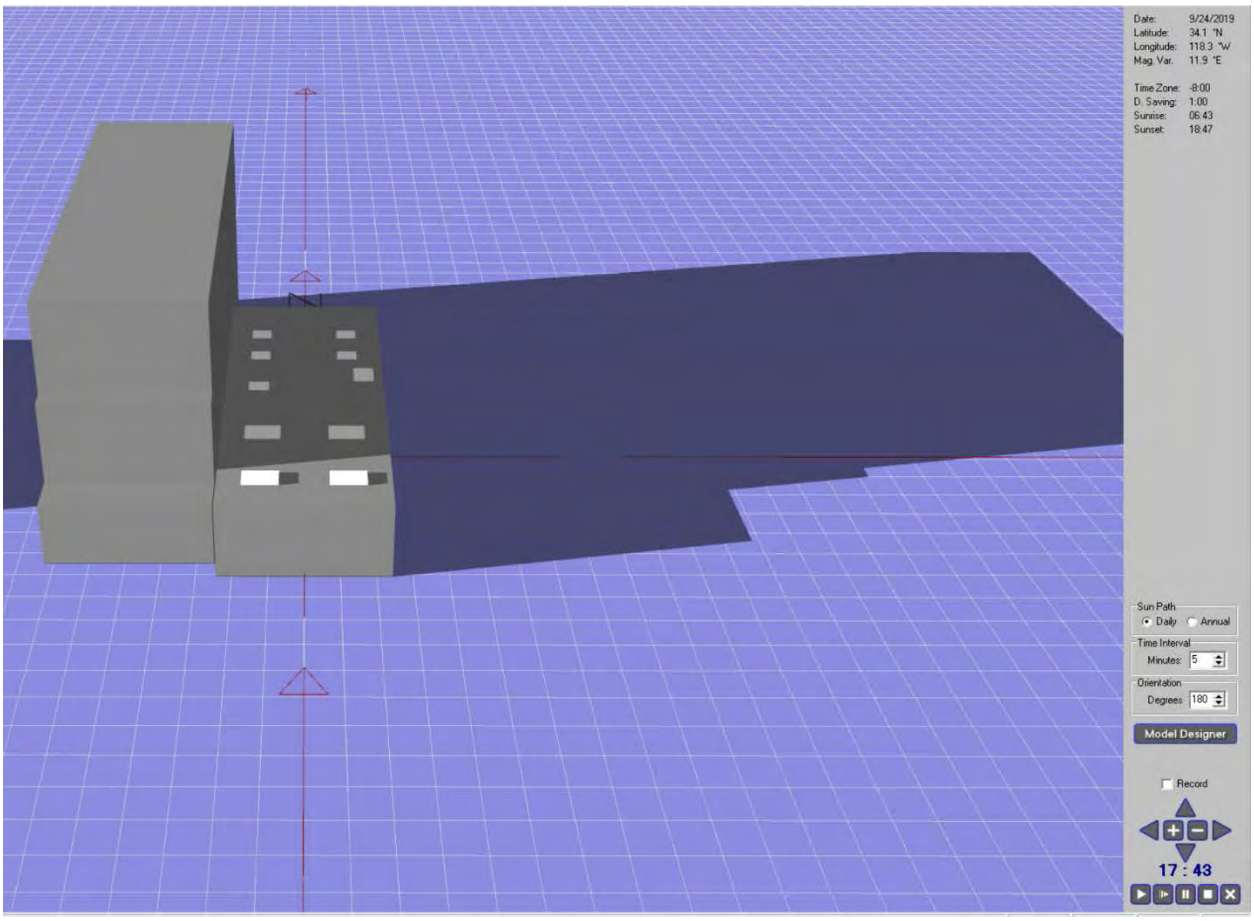
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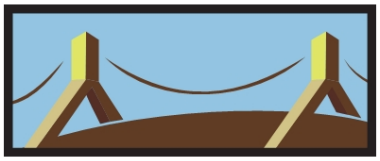
17 : 43

4575 SANTA MONICA BOULEVARD PROJECT

Air Quality Technical Report



Prepared by DKA Planning
20445 Prospect Road, Suite C
San Jose, CA 95129
September 2019

Air Quality Analysis

1. Introduction

This report analyzes the air emissions generated by construction and operation of the Proposed Project at 4575 Santa Monica Boulevard. The analysis also evaluates the consistency of the Project with the air quality policies set forth within the South Coast Air Quality Management District's (SCAQMD) Air Quality Management Plan (AQMP) and the City of Los Angeles (City) General Plan. The analysis of Project-generated air emissions focuses on whether the Project would cause an exceedance of an ambient air quality standard or SCAQMD significance threshold. Calculation worksheets, assumptions, and model outputs used in the analysis are included in the attached Appendix.

2. Environmental Setting

a) Regulatory Framework

(1) Federal

(a) Clean Air Act

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

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

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

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

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

Pollutant	Averaging Period	California		Federal	
		Standards	Attainment Status	Standards	Attainment Status
Ozone (O_3)	1-hour	0.09 ppm (180 µg/m^3)	Non-attainment	--	--
	8-hour	0.070 ppm (137 µg/m^3)	N/A[1]	0.070 ppm (137 µg/m^3)	Non-attainment
Respirable Particulate Matter (PM_{10})	24-hour	50 µg/m^3	Non-attainment	150 µg/m^3	Maintenance
	Annual Arithmetic Mean	20 µg/m^3	Non-attainment	--	--
Fine Particulate Matter ($PM_{2.5}$)	24-hour	--	--	35 µg/m^3	Non-attainment
	Annual Arithmetic Mean	12 µg/m^3	Non-attainment	12 µg/m^3	Non-attainment
Carbon Monoxide (CO)	1-hour	20 ppm (23 mg/m^3)	Attainment	35 ppm (40 mg/m^3)	Maintenance
	8-hour	9.0 ppm (10 mg/m^3)	Attainment	9 ppm (10 mg/m^3)	Maintenance
Nitrogen Dioxide (NO_2)	1-hour	0.18 ppm (338 µg/m^3)	Attainment	100 ppb (188 µg/m^3)	Maintenance
	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)	Attainment	53 ppb (100 µg/m^3)	Maintenance
Sulfur Dioxide (SO_2)	1-hour	0.25 ppm (655 µg/m^3)	Attainment	75 ppb (196 µg/m^3)	Attainment
	24-hour	0.04 ppm (105 µg/m^3)	Attainment	--	--
Lead (Pb)	30-day average	1.5 µg/m^3	Attainment	--	--
	Calendar Quarter	--	--	0.15 µg/m^3	Non-attainment
Visibility Reducing Particles	8-hour	Extinction of 0.07 per kilometer	N/A	No Federal Standards	
Sulfates (SO_4)	24-hour	25 µg/m^3	Attainment	No Federal Standards	
Hydrogen Sulfide (H_2S)	1-hour	0.03 ppm (42 µg/m^3)	Unclassified	No Federal Standards	
Vinyl Chloride	24-hour	0.01 ppm (26 µg/m^3)	N/A	No Federal Standards	

[1]N/A = not available
Source: CARB, Ambient Air Quality Standards, and attainment status, 2019 (www.arb.ca.gov/desig/adm/adm.htm).

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

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

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

(2) State

(a) California Clean Air Act

In addition to being subject to the requirements of CAA, air quality in California is also governed by more stringent regulations under the California Clean Air Act (CCAA). In California, CCAA is administered by CARB at the state level and by the air quality management districts and air pollution control districts at the regional and local levels. CARB, which became part of the California Environmental Protection Agency in 1991, is responsible for meeting the state requirements of the CAA, administering the CCAA, and establishing the California Ambient Air Quality Standards (CAAQS). The CCAA, as amended in 1992, requires all air districts in the State to endeavor to achieve and maintain the CAAQS. CAAQS are generally more stringent than the corresponding federal standards and incorporate additional standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles.

CARB regulates mobile air pollution sources, such as motor vehicles. CARB is responsible for setting emission standards for vehicles sold in California and for other emission sources, such as

consumer products and certain off-road equipment. CARB established passenger vehicle fuel specifications in March 1996. CARB oversees the functions of local air pollution control districts and air quality management districts, which, in turn, administer air quality activities at the regional and county levels. The State standards are summarized in **Table 1**.

The CCAA requires CARB to designate areas within California as either attainment or nonattainment for each criteria pollutant based on whether the CAAQS thresholds have been achieved. Under the CCAA, areas are designated as nonattainment for a pollutant if air quality data shows that a state standard for the pollutant was violated at least once during the previous three calendar years. Exceedances that are affected by highly irregular or infrequent events are not considered violations of a state standard and are not used as a basis for designating areas as nonattainment. Under the CCAA, the non-desert Los Angeles County portion of the Basin is designated as a nonattainment area for O_3, PM_{10}, and $PM_{2.5}$.

(b) Toxic Air Contaminant Identification and Control Act

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

The Toxic Air Contaminant Identification and Control Act also requires CARB to use available information gathered from the Air Toxics "Hot Spots" Information and Assessment Act program to include in the prioritization of compounds. CARB identified particulate emissions from diesel-fueled engines (diesel PM) TACs in August 1998. Following the identification process, CARB was required by law to determine if there is a need for further control, which led to the risk management phase of the program.

For the risk management phase, CARB formed the Diesel Advisory Committee to assist in the development of a risk management guidance document and a risk reduction plan. With the assistance of the Diesel Advisory Committee and its subcommittees, CARB developed the Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles and the Risk Management Guidance for the Permitting of New Stationary Diesel-Fueled Engines. The Board approved these documents on September 28, 2000, paving the way for the next step in the regulatory process: the control measure phase. During the control measure phase, specific Statewide regulations designed to further reduce diesel particulate matter (PM) emissions from diesel-fueled engines and vehicles have and continue to be evaluated and developed. The goal of each regulation is to make diesel engines as clean as possible by establishing state-of-the-art technology requirements or emission standards to reduce diesel PM emissions. Breathing Hydrogen Sulfide (H_2S) at levels above the state standard could result in exposure to a disagreeable rotten eggs odor. The State does not regulate other odors.

(c) California Air Toxics Program

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

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

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

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

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

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

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

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

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

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

(f) California Code of Regulations

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

(3) Regional

(a) South Coast Air Quality Management District

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

Programs that were developed by SCAQMD to attain and maintain the CAAQS and NAAQS include air quality rules and regulations that regulate stationary sources, area sources, point sources, and certain mobile source emissions. SCAQMD is also responsible for establishing stationary source permitting requirements and for ensuring that new, modified, or relocated stationary sources do not create net emission increases. All projects in the SCAQMD jurisdiction are subject to SCAQMD rules and regulations, including, but not limited to the following:

- Rule 401 Visible Emissions – This rule prohibits an air discharge that results in a plume that is as dark or darker than what is designated as No. 1 Ringelmann Chart by the United States Bureau of Mines for an aggregate of three minutes in any one hour.

- Rule 402 Nuisance – This rule prohibits the discharge of "such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of people or the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property."

- Rule 403 Fugitive Dust – This rule requires that future projects reduce the amount of particulate matter entrained in the ambient air as a result of fugitive dust sources by requiring actions to prevent, reduce, or mitigate fugitive dust emissions from any active operation, open storage pile, or disturbed surface area.

(b) Air Quality Management Plan

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

(c) Multiple Air Toxics Exposure Study IV

To date, the most comprehensive study on air toxics in the Basin is the Multiple Air Toxics Exposure Study IV (MATES-IV).[4] The monitoring program measured more than 30 air pollutants, including both gases and particulates. The monitoring study was accompanied by a computer modeling study in which the SCAQMD estimated the risk of cancer from breathing toxic air pollution throughout the region based on emissions and weather data. MATES-IV found that the cancer risk in the region from carcinogenic air pollutants ranges from about 320 to 480 in a million, though OEHHA methodologies place average basinwide risk at approximately 897 in a million. About 90 percent of the risk is attributed to emissions associated with mobile sources, with the remainder attributed to toxics emitted from stationary sources, which include large industrial

[4] The SCAQMD is updating the monitoring, modeling, and analysis. The final MATES-V study is due in Fall 2019.

operations, such as refineries and metal processing facilities, as well as smaller businesses such as gas stations and chrome plating. The results indicate that diesel PM is the major contributor to air toxics risk, accounting on average for about 68 percent of the total risk.

(d) Southern California Association of Governments (SCAG)

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

SCAG adopted the 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS0 on April 7, 2016.[5,6] The 2016–2040 RTP/SCS reaffirms the land use policies that were incorporated into SCAG's prior 2012–2035 RTP/SCS. These foundational policies, which guided the development of the plan's land use strategies, include the following:

- Identify regional strategic areas for infill and investment;
- Structure the plan on a three-tiered system of centers development;
- Develop "Complete Communities";
- Develop nodes on a corridor;
- Plan for additional housing and jobs near transit;
- Plan for changing demand in types of housing;
- Continue to protect stable, existing single-family areas;
- Ensure adequate access to open space and preservation of habitat; and
- Incorporate local input and feedback on future growth.

The 2016–2040 RTP/SCS recognizes that transportation investments and future land use patterns are inextricably linked, and continued recognition of this close relationship will help the

5 SCAG, Final 2016–2040 RTP/SCS.

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

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

The 2016–2040 RTP/SCS states that the SCAG region was home to about 18.3 million people in 2012 and included approximately 5.9 million homes and 7.4 million jobs.[7] By 2040, the integrated growth forecast projects these figures will increase by 3.8 million people, with nearly 1.5 million more homes and 2.4 million more jobs. High Quality Transit Areas (HQTAs) will account for 3 percent of the region's total land but are projected to accommodate 46 percent and 55 percent of future household and employment growth respectively between 2012 and 2040.[8] The 2016–2040 RTP/SCS overall land use pattern reinforces the trend of focusing new housing and employment in the region's HQTAs.

HQTAs are a cornerstone of land use planning best practice in the SCAG region because they concentrate roadway repair investments, leverage transit and active transportation investments, reduce regional life cycle infrastructure costs, improve accessibility, create local jobs, and have the potential to improve public health and housing affordability. As discussed further below, the Project Site is located in the Hollywood Community Plan Area, in the Los Angeles Mid-City-West Side Communities HQTA. [9]

(4) Local

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

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

The Air Quality Element includes six key goals:

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

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

9 Southern California Association of Governments, Sustainability Program homepage, accessed September 3, 2019 http://sustain.scag.ca.gov/Documents/HQTA/Maps/LA_MidCityWestsidescagHQTAeligible.pdf

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

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

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

Goal 4: Minimize impacts of existing land use patterns and future land use development on air quality by addressing the relationship between land use, transportation, and air quality.

Goal 5: Energy efficiency through land use and transportation planning, the use of renewable resources and less-polluting fuels and the implementation of conservation measures including passive measures such as site orientation and tree planting.

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

(b) Clean Up Green Up Ordinance

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

(c) California Environmental Quality Act

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

(d) Land Use Compatibility

In November 2012, the Los Angeles City Planning Commission (CPC) issued an advisory notice (Zoning Information 2427) regarding the siting of sensitive land uses within 1,000 feet of freeways. The CPC deemed 1,000 feet to be a conservative distance to evaluate projects that house populations considered to be more at-risk from the negative effects of air pollution caused by freeway proximity. The CPC advised that applicants of projects requiring discretionary approval, located within 1,000 feet of a freeway and contemplating residential units and other sensitive uses

(e.g., hospitals, schools, retirement homes) perform a Health Risk Assessment (HRA). The Project Site is about 3,900 feet northeast of the mainline of the westbound Hollywood Freeway (US-101).

On April 12, 2018, the City updated its guidance on siting land uses near freeways, resulting in an updated Advisory Notice effective September 17, 2018 requiring all proposed projects within 1,000 feet of a freeway adhere to the Citywide Design Guidelines, including those that address freeway proximity. It also recommended that projects consider avoiding location of sensitive uses like schools, day care facilities, and senior care centers in such projects, locate open space areas as far from the freeway, locate non-habitable uses (e.g., parking structures) nearest the freeway, and screen project sites with substantial vegetation and/or a wall barrier. Requirements for preparing HRAs were removed.

b) Existing Conditions

(1) Pollutants and Effects

(a) State and Federal Criteria Pollutants

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

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

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

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

respiratory ailments. Long-term exposure may lead to scarring of lung tissue and may lower lung efficiency.

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

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

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

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

(b) State-only Criteria Pollutants

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

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

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

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

(2) Toxic Air Contaminants

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

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

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

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

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

(3) Volatile Organic Compounds

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

(4) Project Site

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

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

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

Basin is primarily influenced by a wide range of emissions sources, such as dense population centers, heavy vehicular traffic, industry, and meteorology.

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

(a) Air Pollution Climatology[14]

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

(b) Air Monitoring Data

The SCAQMD monitors air quality conditions at 38 source receptor areas (SRA) throughout the Basin. The Project Site is located in SCAQMD's Central Los Angeles receptor area. Historical data from the area was used to characterize existing conditions in the vicinity of the Project area. **Table 2** shows pollutant levels, State and Federal standards, and the number of exceedances recorded in the area from 2016 through 2018. The one-hour State standard for O_3 was exceeded ten times during this three-year period, the daily State standard for PM_{10} was exceeded 90 times while the daily federal standard for $PM_{2.5}$ was exceeded ten times. CO and NO_2 levels did not exceed the CAAQS from 201 through 2018 for 1-hour (and 8-hour for CO).

Table 2
Ambient Air Quality Data

Pollutants and State and Federal Standards	Maximum Concentrations and Frequencies of Exceedance Standards		
	2016	2017	2018
Ozone (O_3)			
Maximum 1-hour Concentration (ppm)	0.103	0.116	0.098
Days > 0.09 ppm (State 1-hour standard)	2	6	2
Days > 0.070 ppm (Federal 8-hour standard)	4	14	4
Carbon Dioxide (CO_2)			
Maximum 1-hour Concentration (ppm)	1.9	1.9	2.0
Days > 20 ppm (State 1-hour standard)	0	0	0
Maximum 8-hour Concentration (ppm)	1.4	1.6	1.7
Days > 9.0 ppm (State 8-hour standard)	0	0	0
Nitrogen Dioxide (NO_2)			

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

Maximum 1-hour Concentration (ppm)	0.0647	0.0647	0.0701
Days > 0.18 ppm (State 1-hour standard)	0	0	0
PM_{10}			
Maximum 24-hour Concentration (µg/m^3)	67	96	81
Days > 50 µg/m^3 (State 24-hour standard)	18	41	31
$PM_{2.5}$			
Maximum 24-hour Concentration (µg/m^3)	44.4	49.2	43.8
Days > 35 µg/m^3 (Federal 24-hour standard)	2	5	3
Sulfer Dioxide (SO_2)			
Maximum 24-hour Concentration (ppb)	13.4	3.4	17.9
Days > 0.04 ppm (State 24-hour standard)	0	0	0
ppm = parts by volume per million of air. µg/m^3 = micrograms per cubic meter. N/A = not available at this monitoring station. Source: SCAQMD annual monitoring data (http://www.aqmd.gov/home/air-quality/air-quality-data-studies/historical-data-by-year) accessed September 1, 2019.			

(c) Existing Health Risk in the Surrounding Area

Based on the MATES-IV model, the calculated cancer risk in the Project area is approximately 1,338 in a million.[15] The cancer risk in this area is predominately related to nearby sources of diesel particulate matter (e.g., diesel trucks on the Hollywood Freeway). In general, the risk at the Project Site is higher than the average across the South Coast Air Basin.

The Office of Environmental Health Hazard Assessment, on behalf of CalEPA, provides a screening tool called CalEnviroScreen that can be used to help identify California communities disproportionately burdened by multiple sources of pollution. According to CalEnviroScreen, the Project site is located in the 80-85th percentile, which means the Project site is about average in comparison to other communities within California.[16]

(d) Sensitive Receptors

Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. CARB has identified the following groups who are most likely to be affected by air pollution: children less than 14 years of age, the elderly over 65 years of age, athletes, and people with cardiovascular and chronic respiratory diseases. According to the SCAQMD, sensitive receptors include residences, schools, playgrounds, child

[15] SCAQMD, Multiple Air Toxics Exposure Study in the South Coast Air Basin (MATES-IV), Interactive Carcinogenicity Map, 2015, https://scaqmd-online.maps.arcgis.com/apps/webappviewer/index.html?id=470c30bc6daf4ef6a43f0082973ff45f, accessed September 2, 2019.

[16] Office of Environmental Health Hazard Assessment, CalEnviroScreen 3.0 MAP, https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-30, accessed September 1, 2019.

care centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes.

The Project Site is located in the Hollywood Community Plan area of Los Angeles, a mixed neighborhood with multi-family residences and commercial and retail uses. As a result, representative sensitive receptors within 1,000 feet of the Project Site include but are not limited to the following:

- Multi-family residences, 1119 Lyman Place; 20 feet north of the Project site.
- Multi-family residences, 1107 Madison Avenue; 230 feet west of the Project site.
- Lexington Avenue Primary Center School, 4564 West Lexington Avenue; 380 feet north of the Project site.
- Lockwood Avenue Elementary School, 4345 Lockwood Avenue; 500 feet south of the Project site.
- Virgil Rehabilitation and Skilled Nursing Center, 975 North Virgil Avenue; 530 feet south of the Project site.

(e) Existing Project Site Emissions

The Project Site is currently occupied by two buildings totaling 2,160 square feet of auto body uses. As shown in **Table 3,** the majority of air quality emissions are generated by the 51 daily vehicle trips to and from the existing auto body facility.[17]

Table 3
Estimated Daily Operations Emissions

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

3. Project Impacts

a) Methodology

The air quality analysis conducted for the Project is consistent with the methods described in the SCAQMD CEQA Air Quality Handbook (1993 edition), as well as the updates to the CEQA Air

[17] DKA Planning based on CalEEMod 2016.3.2 model runs, September 2019.

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

(1) Construction

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

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

Localized impacts were analyzed in accordance with the SCAQMD Localized Significance Threshold (LST) methodology.[18] The localized effects from on-site portion of daily emissions were evaluated at sensitive receptor locations potentially impacted by the Project according to the SCAQMD's localized significance thresholds (LST) methodology, which uses on-site mass emission look-up tables and Project-specific modeling, where appropriate.[19] SCAQMD provides LSTs applicable to the following criteria pollutants: NO_X, CO, PM_{10}, and $PM_{2.5}$. SCAQMD does not provide an LST for SO_2 since land use development projects typically result in negligible construction and long-term operation emissions of this pollutant. Since VOCs are not a criteria pollutant, there is no ambient standard or SCAQMD LST for VOCs. Due to the role VOCs play in O_3 formation, it is classified as a precursor pollutant, and only a regional emissions threshold has been established.

LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard and are developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor. The mass rate look-up tables were developed for each source receptor area and can be used to determine whether or not a project

[18] SCAQMD, Final Localized Significance Methodology, revised July 2008.
[19] SCAQMD, LST Methodology Appendix C-Mass Rate LST Look-Up Table, October 2009.

may generate significant adverse localized air quality impacts. SCAQMD provides LST mass rate look-up tables for projects with active construction areas that are less than or equal to five acres. If the project exceeds the LST look-up values, then the SCAQMD recommends that project-specific air quality modeling must be performed. Please refer to **Threshold b** below, for the analysis of localized impacts from on-site construction activities. In accordance with SCAQMD guidance, maximum daily emissions of NO_X, CO, PM_{10}, and $PM_{2.5}$ from on-site sources during each construction activity were compared to LST values for a one-acre site having sensitive receptors within 25 meters (82 feet).[20]

The Basin is divided into 38 SRAs, each with its own set of maximum allowable LST values for on-site emissions sources during construction and operations based on locally monitored air quality. The Project Site is located in the Central LA SRA. Maximum on-site emissions resulting from construction activities were quantified and assessed against the applicable LST values for this SRA.

The significance criteria and analysis methodologies in the SCAQMD's CEQA Air Quality Handbook were used in evaluating impacts in the context of the CEQA significance criteria listed below. The SCAQMD LSTs for NO_2, CO, and PM_{10} were initially published in June 2003 and revised in July 2008.[21] The LSTs for $PM_{2.5}$ were established in October 2006.[22] Updated LSTs were published on the SCAQMD website on October 21, 2009.[23] **Table 4** presents the significance criteria for both construction and operational emissions.

Table 4
SCAQMD Construction Emissions Thresholds

Criteria Pollutant	Construction Emissions		Operation Emissions
	Regional	Localized /a/	
Volatile Organic Compounds (VOC)	75	--	55
Nitrogen Oxides (NO_X)	100	74	55
Carbon Monoxide (CO)	550	680	550
Sulfur Oxides (SO_X)	150	--	150
Respirable Particulates (PM_{10})	150	5	150
Fine Particulates ($PM_{2.5}$)	55	3	55

In pounds per day for the Central LA SRA
/a/ Localized significance thresholds assumed a 1-acre and 25-meter (82-foot) receptor distance, which are the smallest Project Site and shortest distance used for analysis in the LST guidance document. The SCAQMD has not developed LST values for VOC or SO_X.
Source: SCAQMD

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

(2) Operations

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

Similar to construction, SCAQMD's CalEEMod software was used for the evaluation of Project emissions during operation. CalEEMod was used to calculate on-road fugitive dust, architectural coatings, landscape equipment, energy use, mobile source, and stationary source emissions. To determine if a significant air quality impact would occur, the net increase in regional and local operational emissions generated by the Project was compared against the SCAQMD's significance thresholds.[24]

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

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

b) Thresholds of Significance

(1) State CEQA Guidelines Appendix G

Appendix G of the State CEQA Guidelines provides a set of screening questions that are intended to assist lead agencies when assessing a project's potential impacts with regards to air quality. The City has adopted these standards as the applicable thresholds of significance for the Project. These questions ask whether the Project would:

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

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

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

c) Expose sensitive receptors to substantial pollutant concentrations; or

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

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

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

(a) Construction

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

(i) Combustion Emissions from Construction Equipment

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

(ii) Fugitive Dust—Grading, Excavation and Hauling

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

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

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

(iv) Other Mobile Source Emissions

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

In addition, the following criteria set forth in the SCAQMD's *CEQA Air Quality Handbook* serve as quantitative air quality standards to be used to evaluate project impacts under the Appendix G Thresholds. Under these thresholds, a significant threshold would occur when:[25]

- Regional emissions from both direct and indirect sources would exceed any of the following SCAQMD prescribed threshold levels: (1) 100 pounds per day for NO_X; (2) 75 pounds a day for VOC; (3) 150 pounds per day for PM_{10} or SO_X; (4) 55 pounds per day for $PM_{2.5}$; and (5) 550 pounds per day for CO.
- Maximum on-site daily localized emissions exceed the LST, resulting in predicted ambient concentrations in the vicinity of the Project Site greater than the most stringent ambient air quality standards for CO (20 ppm [23,000 µg/m^3] over a 1-hour period or 9.0 ppm [10,350 µg/m^3] averaged over an 8-hour period) and NO_2 (0.18 ppm [339 µg/m^3] over a 1-hour period, 0.1 ppm [188 µg/m^3] over a three-year average of the 98th percentile of the daily maximum 1-hour average, or 0.03 ppm [57 µg/m^3] averaged over an annual period).
- Maximum on-site localized PM_{10} or $PM_{2.5}$ emissions during construction exceed the applicable LSTs, resulting in predicted ambient concentrations in the vicinity of the Project Site to exceed the incremental 24-hour threshold of 10.4 µg/m^3 or 1.0 µg/m^3 PM_{10} averaged over an annual period.

(b) Operation

The Thresholds Guide bases the determination of significance of operational air quality impacts on criteria set forth in the SCAQMD's *CEQA Air Quality Handbook*.[26] However, as discussed above, the City has chosen to use Appendix G as the thresholds of significance for this analysis. Accordingly, the following serve as quantitative air quality standards to be used to evaluate project impacts under the Appendix G thresholds. Under these thresholds, a significant threshold would occur when:

[25] SCAQMD, SCAQMD Air Quality Significance Thresholds, revised March 2015.
[26] SCAQMD, SCAQMD Air Quality Significance Thresholds, revised March 2015.

- Operational emissions exceed 10 tons per year of volatile organic gases or any of the following SCAQMD prescribed threshold levels: (1) 55 pounds a day for VOC;[27] (2) 55 pounds per day for NO_X; (3) 550 pounds per day for CO; (4) 150 pounds per day for SO_X; (5) 150 pounds per day for PM_{10}; and (6) 55 pounds per day for $PM_{2.5}$.[28,29]

- Maximum on-site daily localized emissions exceed the LST, resulting in predicted ambient concentrations in the vicinity of the Project Site greater than the most stringent ambient air quality standards for CO (20 parts per million (ppm) over a 1-hour period or 9.0 ppm averaged over an 8-hour period) and NO_2 (0.18 ppm over a 1-hour period, 0.1 ppm over a 3-year average of the 98th percentile of the daily maximum 1-hour average, or 0.03 ppm averaged over an annual period).[30]

- Maximum on-site localized operational PM_{10} and $PM_{2.5}$ emissions exceed the incremental 24-hour threshold of 2.5 µg/m^3 or 1.0 µg/m^3 PM_{10} averaged over an annual period.[31]

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

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

(c) Toxic Air Contaminants

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

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

In assessing impacts related to TACs in this section, the City will use Appendix G as the thresholds of significance. The criteria identified above from the Thresholds Guide will be used where applicable and relevant to assist in analyzing the Appendix G thresholds. In addition, the following criteria set forth in the SCAQMD's *CEQA Air Quality Handbook* serve as quantitative air quality standards to be used to evaluate project impacts under Appendix G thresholds. Under these thresholds, a significant threshold would occur when:[32]

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

[28] City of Los Angeles, L.A. CEQA Thresholds Guide, 2006, p. B.2-5.

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

[30] SCAQMD, Final Localized Significance Threshold Methodology, revised July 2008.

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

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

- The Project results in the exposure of sensitive receptors to carcinogenic or toxic air contaminants that exceed the maximum incremental cancer risk of 10 in one million or an acute or chronic hazard index of 1.0.[33] For projects with a maximum incremental cancer risk between 1 in one million and 10 in one million, a project would result in a significant impact if the cancer burden exceeds 0.5 excess cancer cases.

(d) Consistency with Applicable Air Quality Plans

CEQA Guidelines Section 15125 requires an analysis of project consistency with applicable governmental plans and policies. This analysis is conducted to assess potential project impacts against Threshold (a) from the Appendix G thresholds. In accordance with the SCAQMD's *CEQA Air Quality Handbook*, the following criteria shall be used to evaluate a project's consistency with SCAQMD and SCAG regional plans and policies, including the AQMP, consistent with the Appendix G thresholds:[34]

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

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

c) Project Design Features

The Project would comply with the 2017 Los Angeles Green Building Code (LAGBC),[35] which builds upon and sets higher standards than those in the 2016 California Green Building Standards

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

[34] SCAQMD, CEQA Air Quality Handbook, April 1993, p. 12-3.

[35] LA Department of Building and Safety: http://ladbs.org/forms-publications/forms/green-building

Code (CalGreen, effective January 1, 2017).[36]

Further energy efficiency and sustainability features would include native plants and drip/subsurface irrigation systems, individual metering or sub metering for water use, leak detection systems, and provisions for electric vehicle charging.

The Project's infill location would promote the concentration of development in an urban location with extensive infrastructure and access to public transit facilities. The Project's proximity to public transportation in the Hollywood Community Plan neighborhood would reduce vehicle miles traveled for residents. Services include Metro local bus service (i.e., Route 4 on Santa Monica Boulevard), and Metro Rail Red Line station at the corner of Santa Monica Boulevard and Vermont Avenue 1,000 feet west of the Project Site. The Project would also promote bicycle transportation by providing ten bicycle parking spaces, pursuant to LAMC section 12.21 A.4.

d) Analysis of Project Impacts

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

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

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

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

[36] California Building Codes: http://www.bsc.ca.gov/Codes.aspx

- To what extent is Project development consistent with the AQMP land use policies?

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

Particulate matter is the primary pollutant of concern during construction activities, and, therefore, the Project's PM_{10} and $PM_{2.5}$ emissions during construction were analyzed in order to: (1) ascertain potential effects on localized concentrations; and (2) determine if there is a potential for such emissions to cause or affect a violation of the ambient air quality standards for PM_{10} and $PM_{2.5}$. As demonstrated in the analysis below (see **Table 7** later in this section), the increases in PM_{10} and $PM_{2.5}$ emissions during construction would not exceed the SCAQMD-recommended significance thresholds at sensitive receptors in proximity to the Project Site.

Additionally, the Project's maximum potential NO_X and CO daily emissions during construction were analyzed to ascertain potential effects on localized concentrations and to determine if there is a potential for such emissions to cause or affect a violation of an applicable ambient air quality standard. As shown in **Table 7,** NO_X and CO would not exceed the SCAQMD-recommended localized significance thresholds. Therefore, Project construction would not result in a significant impact with regard to localized air quality.

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

As discussed below, an analysis of potential localized operational impacts from on-site activities was conducted. As demonstrated in the analysis below (see **Table 8** later in this section), localized NO_2 as NO_X, CO, PM_{10}, and $PM_{2.5}$ operational impacts would be less than significant. Therefore, the Project would not increase the frequency or severity of an existing violation or cause or contribute to new violations for these pollutants. As the Project would not exceed any of the state and federal standards, the Project would also not delay timely attainment of air quality standards or interim emission reductions specified in the AQMP.

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

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

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

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

The 2016–2040 RTP/SCS provides socioeconomic forecast projections of regional population growth. The population, housing, and employment forecasts, which are adopted by SCAG's Regional Council, are based on local plans and policies applicable to the specific area; these are used by SCAG in all phases of implementation and review. According to the California Department of Finance, the population for the City of Los Angeles in 2017 was approximately 4,041,707 persons. In 2040, the City of Los Angeles is anticipated to have a population of approximately 4,609,400 persons. Based on a household size factor of 2.43 persons per household in the City in 2017, the Project is estimated to generate a residential population of 39 persons at full buildout, which would represent approximately 0.007 percent of the population growth forecasted by SCAG in the City of Los Angeles between 2017 and 2040.

Because the Project's resulting residential growth would fall well within the growth forecasts for the City and similar projections form the basis of the 2016 AQMP, it can be concluded that the Project would be consistent with the projections in the AQMP.

- Does the project implement feasible air quality mitigation measures?

As discussed below under Thresholds (b), (c), and (d), the Project would not result in any significant air quality impacts and therefore would not require mitigation. In addition, the Project would comply with all applicable regulatory standards as required by SCAQMD. Furthermore, with compliance with the regulatory requirements identified above, no significant air quality impacts would occur. As such, the proposed Project meets this AQMP consistency criterion.

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

With regard to land use developments such as the Project, the AQMP's air quality policies focus on the reduction of vehicle trips and vehicle miles traveled (VMT). The Project would serve to implement a number of land use policies of the City of Los Angeles, SCAQMD, and SCAG. The Project would be designed and constructed to support and promote environmental sustainability. The Project represents an infill development within an existing urbanized area that would concentrate more housing within an HQTA. "Green" principles are incorporated throughout the Project to comply with the City of Los Angeles Green Building Code and the California Green Building Standards Code (CALGreen) through energy conservation, water conservation, and waste reduction features.

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

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

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

(2) City of Los Angeles Policies

The Project would offer convenient access to public transit and opportunities for walking and biking, thereby facilitating a reduction in VMT, in addition to bicycle parking. In addition, the Project would be consistent with the existing land use pattern in the vicinity that concentrates urban density along major arterials and near transit options. Local transit services include Metro local Route 4 on Santa Monica Boulevard and Metro Rail Red Line station at Santa Monica Boulevard and Vermont Avenue to the west. The Project would also promote bicycle transportation by providing ten bicycle parking spaces, pursuant to LAMC section 12.21 A.4.

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

The City's General Plan Air Quality Element identifies 30 policies with specific strategies for advancing the City's clean air goals. As illustrated in **Table 5**, the Project is consistent with the applicable policies in the Air Quality Element. **Therefore, the Project would result in less-than significant impacts related to consistency with the Air Quality Element.**

Table 5
Project Consistency With City Of Los Angeles General Plan Air Quality Element

Strategy	Project Consistency
Policy 1.3.1. Minimize particulate emissions from construction sites.	**Consistent.** The Project would minimize particulate emissions during construction through best practices and/or SCAQMD rules.
Policy 1.3.2. Minimize particulate emissions from unpaved roads and parking lots associated with vehicular traffic.	**Consistent.** The Project would minimize particulate emissions from unpaved facilities through best practices and/or SCAQMD rules.
Policy 2.1.1. Utilize compressed work weeks and flextime, telecommuting, carpooling, vanpooling, public transit, and improve walking/bicycling related facilities in order to reduce vehicle trips and/or VMT as an employer and encourage the private sector to do the same to reduce work trips and traffic congestion.	**Not Applicable.** The Project is a residential development that would not include employers that could implement these demand management strategies. Nevertheless, the Project would not inhibit the City's strategy to reduce work-related traffic.
Policy 2.1.2. Facilitate and encourage the use of telecommunications (i.e., telecommuting) in both the public and private sectors, in order to reduce work trips.	**Not Applicable.** The Project is a residential development that would not include employers that could implement these telecommuting strategies. Nevertheless, the Project would not inhibit the City's strategy to reduce work-related traffic.
Policy 2.2.1. Discourage single-occupant vehicle use through a variety of measures such as market incentive strategies, mode-shift incentives, trip reduction plans and ridesharing subsidies.	**Not Applicable.** The Project is a residential development that would not include employers that could implement these demand management strategies. Nevertheless, the Project would not inhibit the City's strategy to reduce work-related traffic. Transit use will benefit from the substantial service in the vicinity of the project, including Metro local bus service (i.e., Route 4) and Metro Rail station at Vermont Avenue. The Project would also promote bicycle transportation by providing ten bicycle parking spaces, pursuant to LAMC section 12.21 A.4.

Table 5
Project Consistency With City Of Los Angeles General Plan Air Quality Element

Strategy	Project Consistency
Policy 2.2.2. Encourage multi-occupant vehicle travel and discourage single-occupant vehicle travel by instituting parking management practices.	**Not Applicable.** The Project is a residential development that would not include employers that could implement these parking management strategies. Nevertheless, the Project would not inhibit the City's strategy to reduce work-related traffic.
Policy 2.2.3. Minimize the use of single-occupant vehicles associated with special events or in areas and times of high levels of pedestrian activities.	**Not Applicable.** The Project would not include facilities for special events.
Policy 3.2.1. Manage traffic congestion during peak hours.	**Consistent.** The Project is a residential development that generally produces less than half the trip generation of comparably-sized retail, office, and commercial land uses.
Policy 4.1.1. Coordinate with all appropriate regional agencies on the implementation of strategies for the integration of land use, transportation, and air quality policies.	**Consistent.** The Project is being entitled through the City of Los Angeles, which coordinates with SCAG, Metro, and other regional agencies on the coordination of land use, air quality, and transportation policies.
Policy 4.1.2. Ensure that project level review and approval of land use development remains at the local level.	**Consistent.** The Project would be entitled and environmentally cleared at the local level.
Policy 4.2.1. Revise the City's General Plan/Community Plans to achieve a more compact, efficient urban form and to promote more transit-oriented development and mixed-use development.	**Not Applicable.** This policy calls for City updates to its General Plan.
Policy 4.2.2. Improve accessibility for the City's residents to places of employment, shopping centers and other establishments.	**Consistent.** The Project would be infill development that would provide residents with proximate access to jobs, shopping, and other uses.
Policy 4.2.3. Ensure that new development is compatible with pedestrians, bicycles, transit, and alternative fuel vehicles.	**Consistent.** The Project Site is in a transit-rich area that would promote alternative transportation modes. Transit use will benefit from the substantial service in the vicinity of the project, including Metro local bus service (i.e., Route 4) and Metro Rail station at Vermont Avenue. The Project would also promote bicycle transportation by providing ten bicycle parking spaces, pursuant to LAMC section 12.21 A.4. The project area also is highly walkable, with a WalkScore of 90 out of 100 points.
Policy 4.2.4. Require that air quality impacts be a consideration in the review and approval of all discretionary projects.	**Consistent.** The Project's air quality impacts are analyzed in this document.
Policy 4.2.5. Emphasize trip reduction, alternative transit and congestion management measures for discretionary projects.	**Consistent.** The Project Site is in a transit-rich area that would promote alternative transportation modes. Transit use will benefit from the substantial service in the vicinity of the project, including Metro local bus service (i.e., Route 4) and Metro Rail station at Vermont Avenue. The Project would also promote bicycle transportation by providing ten bicycle parking spaces, pursuant to LAMC section 12.21 A.4. The project area also is highly walkable, with a WalkScore of 90 out of 100 points.
Policy 4.3.1. Revise the City's General Plan/Community Plans to ensure that new or relocated	**Not Applicable.** This policy calls for City updates to its General Plan.

Table 5
Project Consistency With City Of Los Angeles General Plan Air Quality Element

Strategy	Project Consistency
sensitive receptors are located to minimize significant health risks posed by air pollution sources.	
Policy 4.3.2. Revise the City's General Plan/Community Plans to ensure that new or relocated major air pollution sources are located to minimize significant health risks to sensitive receptors.	**Not Applicable.** This policy calls for City updates to its General Plan.
Policy 5.1.1. Make improvements in Harbor and airport operations and facilities in order to reduce air emissions.	**Not Applicable.** This policy calls for cleaner operations of the City's water port and airport facilities.
Policy 5.1.2. Effect a reduction in energy consumption and shift to non-polluting sources of energy in its buildings and operations.	**Not Applicable.** This policy calls for cleaner operations of the City's buildings and operations.
Policy 5.1.3. Have the Department of Water and Power make improvements at its in-basin power plants in order to reduce air emissions.	**Not Applicable.** This policy calls for cleaner operations of the City's Water and Power energy plants.
Policy 5.1.4. Reduce energy consumption and associated air emissions by encouraging waste reduction and recycling.	**Consistent.** The Proposed Project would be consistent with this policy by complying with Title 24, CALGreen, and other requirements to reduce solid waste and energy consumption.
Policy 5.2.1. Reduce emissions from its own vehicles by continuing scheduled maintenance, inspection and vehicle replacement programs; by adhering to the State of California's emissions testing and monitoring programs; by using alternative fuel vehicles wherever feasible, in accordance with regulatory agencies and City Council policies.	**Not Applicable.** This policy calls for the City to gradually reduce the fleet emissions inventory from its vehicles through use of alternative fuels, improved maintenance practices, and related operational improvements.
Policy 5.3.1. Support the development and use of equipment powered by electric of low-emitting fuels.	**Consistent.** The Project would be designed to meet the applicable requirements of the States Green Building Standards Code and the City of Los Angeles' Green Building Code.
Policy 6.1.1. Raise awareness through public-information and education programs of the actions that individuals can take to reduce air emissions.	**Not Applicable.** This policy calls for the City to promote clean air awareness through its public awareness programs.
Source: DKA Planning, 2019.	

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

(1) Construction

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

Individual projects that generate emissions that do not exceed SCAQMD's significance thresholds would not contribute considerably to any potential cumulative impact. SCAQMD neither

recommends quantified analyses of the emissions generated by a set of cumulative development projects nor provides thresholds of significance to be used to assess the impacts associated with these emissions.

Construction-related emissions were estimated using the SCAQMD's CalEEMod 2016.3.2 model using assumptions from the Project's developer, including the Project's construction schedule of at least 18 months. **Table 6** summarizes the potential construction schedule that was modeled for air quality impacts.

Table 6
Potential Construction Schedule

Phase	Duration	Notes
Demolition	Month 1	2,160 square feet of buildings demolished and hauled up to 20 miles away
Site Preparation	Month 2	Minor grading
Building Construction	Months 3-18	
Architectural Coatings	Months 15-18	
Source: DKA Planning, 2019		

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

- SCAQMD Rule 403, would reduce the amount of particulate matter entrained in ambient air as a result of anthropogenic fugitive dust sources by requiring actions to prevent, reduce or mitigate fugitive dust emissions.

- SCAQMD Rule 1113, which limits the VOC content of architectural coatings.

- SCAQMD Rule 402, which states that a person shall not discharge from any source whatsoever such quantities of air contaminants or other materials which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

- In accordance with Section 2485 in Title 13 of the California Code of Regulations, the idling of all diesel-fueled commercial vehicles (with gross vehicle weight over 10,000 pounds) during construction would be limited to five minutes at any location.

- In accordance with Section 93115 in Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled, compression-ignition engines would meet specific fuel and fuel additive requirements and emissions standards.

(a) Regional Emissions

Construction activity has the potential to create air quality impacts through the use of heavy-duty construction equipment and through vehicle trips generated by construction workers traveling to and from the Project Site. Fugitive dust emissions would primarily result from grading activities.

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

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

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

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

Table 7
Estimated Daily Construction Daily Emissions - Unmitigated

Construction Phase Year	Daily Emissions (Pounds Per Day)					
	VOC	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
2020	1	10	8	<1	1	1
2021	1	11	10	<1	1	1
Maximum Regional Total	**1**	**11**	**10**	**<1**	**1**	**1**
Regional Threshold	**75**	**100**	**550**	**150**	**150**	**55**
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Maximum Localized Total	**1**	**9**	**8**	**<1**	**1**	**1**
Localized Threshold	**--**	**74**	**680**	**--**	**5**	**3**
Exceed Threshold?	**N/A**	**No**	**No**	**N/A**	**No**	**No**

The construction dates are used for the modeling of air quality emissions in the CalEEMod software. If construction activities commence later than what is assumed in the environmental analysis, the actual emissions would be lower than analyzed because of the increasing penetration of newer equipment with lower certified emission levels. Assumes implementation of SCAQMD Rule 403 (Fugitive Dust Emissions)
Source: DKA Planning, 2019 based on CalEEMod 2016.3.2 model runs. LST analyses based on 1-acre site with 25-meter distances to receptors in Central LA source receptor area.

(b) Localized Emissions

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

Maximum on-site daily construction emissions for NO_X, CO, PM_{10}, and $PM_{2.5}$ were calculated using CalEEMod and compared to the applicable SCAQMD LSTs for the Central LA SRA based on construction site acreage that is less than or equal to one acre. Potential impacts were evaluated at the closest off-site sensitive receptor, which are the residences on either side of the Project Site, immediately adjacent to the Project Site. The closest receptor distance on the SCAQMD mass rate LST look-up tables is 25 meters.

As shown in **Table 7,** above**,** the Project would produce emissions that do not exceed the SCAQMD's recommended localized standards of significance for NO_2 and CO during the construction phase. Similarly, construction activities would not produce PM_{10} and $PM_{2.5}$ emissions that exceed localized thresholds recommended by the SCAQMD.

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

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

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

When considering local impacts, cumulative construction emissions are considered when projects are within close proximity of each other that could result in larger impacts on local sensitive receptors. Construction of the Project itself would not produce cumulative considerable emissions of localized nonattainment pollutants PM_{10} and $PM_{2.5}$, as the anticipated emissions would not exceed LST thresholds set by the SCAQMD. **Therefore, construction emissions impact on localized criteria pollutant emissions would be considered less than significant.**

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

If any related projects were to undertake construction concurrently with the Project, localized CO, $PM_{2.5}$, PM_{10}, and NO_2 concentrations would be further increased. However, the application of LST thresholds to this project would help ensure that it does not produce localized hotspots of CO, $PM_{2.5}$, PM_{10}, and NO_2. This and any related projects that would exceed LST thresholds (after mitigation) could perform dispersion modeling to confirm whether health-based air quality standards would be violated. The SCAQMD's LST thresholds recognize the influence of a receptor's proximity, setting mass emissions thresholds for PM_{10} and $PM_{2.5}$ that generally double with every doubling of distance.

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

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

According to the SCAQMD, individual projects that exceed the SCAQMD's recommended daily thresholds for project-specific impacts would cause a cumulatively considerable increase in emissions for those pollutants for which the Air Basin is in non-attainment. As shown in **Table 7,** project construction daily emissions would not exceed any of the SCAQMD's regional or localized thresholds. **Therefore, the Project's contribution to cumulative construction-related regional or localized emissions would not be cumulatively considerable and, thus, would be less than significant.**

(2) Operation

Operational emissions of criteria pollutants would come from area sources and mobile sources. Area sources include natural gas for space heating and water heating, gasoline-powered landscaping and maintenance equipment, consumer products such as household cleaners, and architectural coatings for routine maintenance. CalEEMod program generates estimates of emissions from energy use based on the land use type and size. The Project will also produce long-term air quality impacts to the region primarily from motor vehicles that access the Project site. The Project could add up to 115 vehicle trips on a peak weekday at the start of operations in 2021.

As shown in **Table 8**, the Project would not exceed the SCAQMD's regional or localized significance thresholds. The Project operational impacts on long-term air pollution would be considered less than significant. **Therefore, the operational impacts of the Project on regional and localized air quality are considered less than significant.**

Table 8
Estimated Daily Operations Emissions - Unmitigated

Emissions Source	Daily Emissions (Pounds Per Day)					
	VOC	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Area Sources	<1	<1	1	<1	<1	<1
Energy Sources	<1	<1	<1	<1	<1	<1
Mobile Sources	<1	1	3	<1	1	<1
Regional Total	1	1	4	<1	1	<1
Existing Regional Emissions	-<1	-<1	-1	-<1	-<1	-<1
Net Regional Total	**1**	**1**	**3**	**<1**	**1**	**<1**
Regional Significance Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Net Localized Total	<1	<1	<1	<1	<1	<1
Localized Significance Threshold	**N/A**	**103**	**562**	**--**	**2**	**1**
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

LST analyses based on 1-acre site with 25-meter distances to receptors in Central LA County source receptor area.
Source: DKA Planning, 2019 based on CalEEMod 2016.3.2 model runs

As for cumulative operational impacts, the proposed land use will not produce cumulatively considerable emissions of nonattainment pollutants at the regional or local level. The Project would not include major sources of combustion or fugitive dust. As a result, its localized emissions of PM_{10} and $PM_{2.5}$ would be minimal. Likewise, existing land uses in the area include land uses that do not produce substantial emissions of localized nonattainment pollutants. As shown in **Table 8**, Project operation daily emissions would not exceed any of the SCAQMD's regional or localized thresholds. Because the Project's air quality impacts would not exceed the SCAQMD's operational thresholds of significance. **Therefore, the Project's contribution to cumulative operation-related regional or localized emissions would not be cumulatively considerable and, thus, would be less than significant.**

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

There are several sensitive receptors within 1,000 feet of the Project Site that could be exposed to air pollution from construction and operation of the Proposed Project. These include but are not limited to the following:

- Multi-family residences, 1119 Lyman Place; 20 feet north of the Project site.
- Multi-family residences, 1107 Madison Avenue; 230 feet west of the Project site.

- Lexington Avenue Primary Center School, 4564 West Lexington Avenue; 380 feet noth of the Project site.

- Lockwood Avenue Elementary School, 4345 Lockwood Avenue; 500 feet south of the Project site.

- Virgil Rehabilitation and Skilled Nursing Center, 975 North Virgil Avenue; 530 feet south of the Project site.

(1) Construction

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

As shown in **Table 7**, during construction of the Project, maximum daily localized unmitigated emissions of NO_2, CO, PM_{10}, and $PM_{2.5}$ from sources on the Project site would remain below each of the respective LST values. Unmitigated maximum daily localized emissions would not exceed any of the localized standards for receptors that are generally within 25 meters of the Proposed Project's construction activities. Therefore, based on SCAQMD guidance, localized emissions of criteria pollutants would not have the potential to expose sensitive receptors to substantial concentrations that would present a public health concern.

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

Furthermore, according to SCAQMD methodology, health risks from carcinogenic air toxics are usually described in terms of individual cancer risk. "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of TACs over a 30-year period will contract cancer based on the use of standard risk-assessment methodology. The entire duration of construction activities associated with implementation of the Project is anticipated to be at least 18 months, and the magnitude of daily diesel PM emissions will vary over this time period. No residual emissions and corresponding individual cancer risk are anticipated after construction. Because there is such a short-

term exposure period, construction TAC emissions would result in a less-than significant impact. **Therefore, construction of the Project would not expose sensitive receptors to substantial diesel PM concentrations, and this impact would be less than significant.**

(2) Operation

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

When considering potential air quality impacts under CEQA, consideration is given to the location of sensitive receptors within close proximity of land uses that emit TACs. CARB has published and adopted the Air Quality and Land Use Handbook: A Community Health Perspective, which provides recommendations regarding the siting of new sensitive land uses near potential sources of air toxic emissions (e.g., freeways, distribution centers, rail yards, ports, refineries, chrome plating facilities, dry cleaners, and gasoline dispensing facilities).[39]

The SCAQMD adopted similar recommendations in its Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning.[40] Together, the CARB and SCAQMD guidelines recommend siting distances for both the development of sensitive land uses in proximity to TAC sources and the addition of new TAC sources in proximity to existing sensitive land uses.

The primary sources of potential air toxics associated with Project operations include DPM from delivery trucks (e.g., truck traffic on local streets and idling on adjacent streets) and to a lesser extent, facility operations (e.g., natural gas fired boilers). However, these activities, and the land uses associated with the Project, are not considered land uses that generate substantial TAC emissions. It should be noted that the SCAQMD recommends that health risk assessments (HRAs) be conducted for substantial individual sources of DPM (e.g., truck stops and warehouse distribution facilities that generate more than 100 trucks per day or more than 40 trucks with operating transport refrigeration units) and has provided guidance for analyzing mobile source diesel emissions.[41] Based on this guidance, the Project would not include these types of land uses and is not considered to be a substantial source of DPM warranting a refined HRA since daily truck trips to the Project Site would not exceed 100 trucks per day or more than 40 trucks with

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

[40] SCAQMD, Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning, May 6, 2005.

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

operating transport refrigeration units. In addition, the CARB-mandated ATCM limits diesel-fueled commercial vehicles (delivery trucks) to idle for no more than five minutes at any given time, which would further limit diesel particulate emissions.

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

The Project would generate long-term emissions on-site from area and energy sources that would generate negligible pollutant concentrations of CO, NO_2, $PM_{2.5}$, or PM_{10} at nearby sensitive receptors. While long-term operations of the Project would generate traffic that produces off-site emissions, these would not result in exceedances of CO air quality standards at roadways in the area due to three key factors. First, CO hotspots are extremely rare and only occur in the presence of unusual atmospheric conditions and extremely cold conditions, neither of which applies to this Project area. Second, auto-related emissions of CO continue to decline because of advances in fuel combustion technology in the vehicle fleet. Finally, the Project would not contribute to the levels of congestion that would be needed to produce the amount of emissions needed to trigger a potential CO hotspot.[42]

Finally, the Project would not result in any substantial emissions of TACs during the construction or operations phase. During the construction phase, the primary air quality impacts would be associated with the combustion of diesel fuels, which produce exhaust-related particulate matter that is considered a toxic air contaminant by CARB based on chronic exposure to these emissions.[43] However, construction activities would not produce chronic, long-term exposure to diesel particulate matter. During long-term project operations, the Project does not include typical sources of acutely and chronically hazardous TACs such as industrial manufacturing processes and automotive repair facilities. As a result, the Project would not create substantial concentrations of TACs.

Because of the Project Site's distance from any freeways (3,900 feet northeast of the mainline of the westbound Hollywood Freeway (US-101). HVAC systems will not require filtration rated at MERV-13 or higher.

In addition, the SCAQMD recommends that health risk assessments be conducted for substantial sources of diesel particulate emissions (e.g., truck stops and warehouse distribution facilities) and has provided guidance for analyzing mobile source diesel emissions.[44] The Project would not generate a substantial number of truck trips. Based on the limited activity of TAC sources, the

[42] Caltrans, Transportation Project-Level Carbon Monoxide Protocol, updated October 13, 2010.

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

[44] SCAQMD, Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Emissions, December 2002.

Project would not warrant the need for a health risk assessment associated with on-site activities. **Therefore, the Proposed Project's operational impacts on local sensitive receptors would be less than significant.**

Threshold e) Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

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

e) Cumulative Impacts

SCAQMD recommends that any construction-related emissions and operational emissions from individual development projects that exceed the project-specific mass daily emissions thresholds identified above also be considered cumulatively considerable.[45] Individual projects that generate emissions not in excess of SCAQMD's significance thresholds would not contribute considerably to any potential cumulative impact. SCAQMD neither recommends quantified analyses of the emissions generated by a set of cumulative development projects nor provides thresholds of significance to be used to assess the impacts associated with these emissions.

(1) AQMP Consistency

Cumulative development is not expected to result in a significant impact in terms of conflicting with, or obstructing implementation of the 2016 AQMP. As discussed previously, growth considered to be consistent with the AQMP would not interfere with attainment because this growth is included in the projections utilized in the formulation of the AQMP. Consequently, as long as growth in the Basin is within the projections for growth identified in the 2016 RTP/SCS, implementation of the AQMP will not be obstructed by such growth. In addition, as discussed previously, the population growth resulting from the Project would be consistent with the growth projections of the AQMP. Each related project would implement feasible air quality mitigation measures to reduce the criteria air pollutants, if required due to any significant emissions impacts. In addition, each related project would be evaluated for its consistency with the land use policies set forth in the AQMP. **Therefore, the Project's contribution to the cumulative impact would not be cumulatively considerable and, therefore, would be less than significant.**

(2) Construction

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

As discussed above, the Project's construction-related air quality emissions and cumulative impacts would be less than significant. Individual projects that generate emissions that do not exceed SCAQMD's significance thresholds would not contribute considerably to any potential cumulative impact. SCAQMD neither recommends quantified analyses of the emissions generated by a set of cumulative development projects nor provides thresholds of significance to be used to assess the impacts associated with these emissions.

The Project would comply with regulatory requirements, including the SCAQMD Rule 403 requirements listed above. Based on SCAQMD guidance, individual construction projects that exceed the SCAQMD's recommended daily thresholds for project-specific impacts would cause a cumulatively considerable increase in emissions for those pollutants for which the Air Basin is in non-attainment. As shown above, construction-related daily emissions at the Project Site would not exceed any of the SCAQMD's regional or localized significance thresholds. **Therefore, the Project's contribution to cumulative air quality impacts due to localized emissions would not be cumulatively considerable and, therefore, would be less than significant.**

Similar to the Project, the greatest potential for TAC emissions at each related project would generally involve diesel particulate emissions associated with heavy equipment operations during grading and excavation activities. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of individual cancer risk. "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of TACs over a 30-year period will contract cancer, based on the use of standard risk-assessment methodology. Construction activities are temporary and short-term events, thus construction activities at each related project would not result in a long-term substantial source of TAC emissions. Additionally, the SCAQMD CEQA guidance does not require a health risk assessment for short-term construction emissions. It is therefore not meaningful to evaluate long-term cancer impacts from construction activities, which occur over relatively short durations. **As such, given the short-term nature of these activities, cumulative toxic emission impacts during construction would be less than significant.**

(3) Operation

As discussed above, the Project's operational air quality emissions and cumulative impacts would be less than significant. According to the SCAQMD, if an individual project results in air emissions of criteria pollutants that exceed the SCAQMD's recommended daily thresholds for project-specific impacts, then the project would also result in a cumulatively considerable net increase of these criteria pollutants. As operational emissions would not exceed any of the SCAQMD's regional or localized significance thresholds, the emissions of non-attainment pollutants and precursors generated by Project operations would not be cumulatively considerable.

With respect to TAC emissions, neither the Project nor any of the related projects (which are largely residential, retail/commercial, and office in nature), would represent a substantial source of TAC emissions, which are typically associated with large-scale industrial, manufacturing, and

transportation hub facilities. The Project and related projects would be consistent with the recommended screening level siting distances for TAC sources, as set forth in CARB's Land Use Guidelines, and the Project and related projects would not result in a cumulative impact requiring further evaluation. However, the related projects could generate minimal TAC emissions related to the use of consumer products and landscape maintenance activities, among other things. Pursuant to AB 1807, which directs the CARB to identify substances as TACs and adopt airborne toxic control measures to control such substances, the SCAQMD has adopted numerous rules (primarily in Regulation XIV) that specifically address TAC emissions. These SCAQMD rules have resulted in and will continue to result in substantial Basin-wide TAC emissions reductions. As such, cumulative TAC emissions during long-term operations would be less than significant. **Therefore, the Project would not result in any substantial sources of TACs that have been identified by the CARB's Land Use Guidelines, and thus, would not contribute to a cumulative impact.**

f) Mitigation Measures

None required.

TECHNICAL APPENDIX

4575 Santa Monica Boulevard Existing - Los Angeles-South Coast County, Summer

4575 Santa Monica Boulevard Existing

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Automobile Care Center	2.16	1000sqft	0.12	2,160.00	0

1.2 Other Project Characteristics

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

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - City of Los Angeles ZIMAS database

Table Name	Column Name	Default Value	New Value
tblLandUse	LotAcreage	0.05	0.12

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0483	0.0000	2.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		4.7000e-004	4.7000e-004	0.0000		5.0000e-004
Energy	1.1600e-003	0.0105	8.8200e-003	6.0000e-005		8.0000e-004	8.0000e-004		8.0000e-004	8.0000e-004		12.6015	12.6015	2.4000e-004	2.3000e-004	12.6763
Mobile	0.0847	0.3309	0.7768	2.0800e-003	0.1460	2.4000e-003	0.1484	0.0391	2.2500e-003	0.0413		211.7443	211.7443	0.0137		212.0855
Total	**0.1342**	**0.3414**	**0.7859**	**2.1400e-003**	**0.1460**	**3.2000e-003**	**0.1492**	**0.0391**	**3.0500e-003**	**0.0421**		**224.3462**	**224.3462**	**0.0139**	**2.3000e-004**	**224.7623**

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	0.0483	0.0000	2.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		4.7000e-004	4.7000e-004	0.0000		5.0000e-004
Energy	1.1600e-003	0.0105	8.8200e-003	6.0000e-005		8.0000e-004	8.0000e-004		8.0000e-004	8.0000e-004		12.6015	12.6015	2.4000e-004	2.3000e-004	12.6763
Mobile	0.0847	0.3309	0.7768	2.0800e-003	0.1460	2.4000e-003	0.1484	0.0391	2.2500e-003	0.0413		211.7443	211.7443	0.0137		212.0855
Total	**0.1342**	**0.3414**	**0.7859**	**2.1400e-003**	**0.1460**	**3.2000e-003**	**0.1492**	**0.0391**	**3.0500e-003**	**0.0421**		**224.3462**	**224.3462**	**0.0139**	**2.3000e-004**	**224.7623**

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

Category	lb/day											lb/day					
Mitigated	0.0847	0.3309	0.7768	2.0800e-003	0.1460	2.4000e-003	0.1484	0.0391	2.2500e-003	0.0413		211.7443	211.7443	0.0137		212.0855
Unmitigated	0.0847	0.3309	0.7768	2.0800e-003	0.1460	2.4000e-003	0.1484	0.0391	2.2500e-003	0.0413		211.7443	211.7443	0.0137		212.0855

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Automobile Care Center	51.24	51.24	25.66	63,738	63,738
Total	51.24	51.24	25.66	63,738	63,738

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Automobile Care Center	16.60	8.40	6.90	33.00	48.00	19.00	21	51	28

4.4 Fleet Mix

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

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	1.1600e-003	0.0105	8.8200e-003	6.0000e-005		8.0000e-004	8.0000e-004		8.0000e-004	8.0000e-004		12.6015	12.6015	2.4000e-004	2.3000e-004	12.6763
NaturalGas Unmitigated	1.1600e-003	0.0105	8.8200e-003	6.0000e-005		8.0000e-004	8.0000e-004		8.0000e-004	8.0000e-004		12.6015	12.6015	2.4000e-004	2.3000e-004	12.6763

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					
Automobile Care Center	107.112	1.1600e-003	0.0105	8.8200e-003	6.0000e-005		8.0000e-004	8.0000e-004		8.0000e-004	8.0000e-004		12.6015	12.6015	2.4000e-004	2.3000e-004	12.6763
Total		**1.1600e-003**	**0.0105**	**8.8200e-003**	**6.0000e-005**		**8.0000e-004**	**8.0000e-004**		**8.0000e-004**	**8.0000e-004**		**12.6015**	**12.6015**	**2.4000e-004**	**2.3000e-004**	**12.6763**

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					
Automobile Care Center	0.107112	1.1600e-003	0.0105	8.8200e-003	6.0000e-005		8.0000e-004	8.0000e-004		8.0000e-004	8.0000e-004		12.6015	12.6015	2.4000e-004	2.3000e-004	12.6763
Total		**1.1600e-003**	**0.0105**	**8.8200e-003**	**6.0000e-005**		**8.0000e-004**	**8.0000e-004**		**8.0000e-004**	**8.0000e-004**		**12.6015**	**12.6015**	**2.4000e-004**	**2.3000e-004**	**12.6763**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0483	0.0000	2.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		4.7000e-004	4.7000e-004	0.0000		5.0000e-004
Unmitigated	0.0483	0.0000	2.2000e-	0.0000		0.0000	0.0000		0.0000	0.0000		4.7000e-	4.7000e-	0.0000		5.0000e-

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	5.4900e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0428					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.0000e-005	0.0000	2.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		4.7000e-004	4.7000e-004	0.0000		5.0000e-004
Total	**0.0483**	**0.0000**	**2.2000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**4.7000e-004**	**4.7000e-004**	**0.0000**		**5.0000e-004**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	5.4900e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0428					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.0000e-005	0.0000	2.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		4.7000e-004	4.7000e-004	0.0000		5.0000e-004
Total	**0.0483**	**0.0000**	**2.2000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**4.7000e-004**	**4.7000e-004**	**0.0000**		**5.0000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

4575 Santa Monica Boulevard Existing - Los Angeles-South Coast County, Annual

4575 Santa Monica Boulevard Existing

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Automobile Care Center	2.16	1000sqft	0.12	2,160.00	0

1.2 Other Project Characteristics

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

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - City of Los Angeles ZIMAS database

Table Name	Column Name	Default Value	New Value
tblLandUse	LotAcreage	0.05	0.12

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	8.8100e-003	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.0000e-005	5.0000e-005	0.0000	0.0000	6.0000e-005
Energy	2.1000e-004	1.9200e-003	1.6100e-003	1.0000e-005		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004	0.0000	15.4400	15.4400	3.6000e-004	1.0000e-004	15.4798
Mobile	0.0135	0.0576	0.1312	3.4000e-004	0.0242	4.1000e-004	0.0246	6.4900e-003	3.8000e-004	6.8700e-003	0.0000	31.3076	31.3076	2.1000e-003	0.0000	31.3602
Waste						0.0000	0.0000		0.0000	0.0000	1.6747	0.0000	1.6747	0.0990	0.0000	4.1489
Water						0.0000	0.0000		0.0000	0.0000	0.0645	2.2445	2.3089	6.6700e-003	1.7000e-004	2.5257
Total	**0.0225**	**0.0595**	**0.1329**	**3.5000e-004**	**0.0242**	**5.6000e-004**	**0.0248**	**6.4900e-003**	**5.3000e-004**	**7.0200e-003**	**1.7392**	**48.9921**	**50.7313**	**0.1081**	**2.7000e-004**	**53.5146**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	8.8100e-003	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.0000e-005	5.0000e-005	0.0000	0.0000	6.0000e-005
Energy	2.1000e-004	1.9200e-003	1.6100e-003	1.0000e-005		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004	0.0000	15.4400	15.4400	3.6000e-004	1.0000e-004	15.4798
Mobile	0.0135	0.0576	0.1312	3.4000e-004	0.0242	4.1000e-004	0.0246	6.4900e-003	3.8000e-004	6.8700e-003	0.0000	31.3076	31.3076	2.1000e-003	0.0000	31.3602
Waste						0.0000	0.0000		0.0000	0.0000	1.6747	0.0000	1.6747	0.0990	0.0000	4.1489
Water						0.0000	0.0000		0.0000	0.0000	0.0645	2.2445	2.3089	6.6700e-003	1.7000e-004	2.5257
Total	**0.0225**	**0.0595**	**0.1329**	**3.5000e-004**	**0.0242**	**5.6000e-004**	**0.0248**	**6.4900e-003**	**5.3000e-004**	**7.0200e-003**	**1.7392**	**48.9921**	**50.7313**	**0.1081**	**2.7000e-004**	**53.5146**

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0135	0.0576	0.1312	3.4000e-004	0.0242	4.1000e-004	0.0246	6.4900e-003	3.8000e-004	6.8700e-003	0.0000	31.3076	31.3076	2.1000e-003	0.0000	31.3602
Unmitigated	0.0135	0.0576	0.1312	3.4000e-004	0.0242	4.1000e-004	0.0246	6.4900e-003	3.8000e-004	6.8700e-003	0.0000	31.3076	31.3076	2.1000e-003	0.0000	31.3602

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Automobile Care Center	51.24	51.24	25.66	63,738	63,738
Total	51.24	51.24	25.66	63,738	63,738

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Automobile Care Center	16.60	8.40	6.90	33.00	48.00	19.00	21	51	28

4.4 Fleet Mix

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

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	13.3537	13.3537	3.2000e-004	7.0000e-005	13.3810
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	13.3537	13.3537	3.2000e-004	7.0000e-005	13.3810
NaturalGas Mitigated	2.1000e-004	1.9200e-003	1.6100e-003	1.0000e-005		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004	0.0000	2.0863	2.0863	4.0000e-005	4.0000e-005	2.0987
NaturalGas Unmitigated	2.1000e-004	1.9200e-003	1.6100e-003	1.0000e-005		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004	0.0000	2.0863	2.0863	4.0000e-005	4.0000e-005	2.0987

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Automobile Care Center	39096	2.1000e-004	1.9200e-003	1.6100e-003	1.0000e-005		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004	0.0000	2.0863	2.0863	4.0000e-005	4.0000e-005	2.0987
Total		**2.1000e-004**	**1.9200e-003**	**1.6100e-003**	**1.0000e-005**		**1.5000e-004**	**1.5000e-004**		**1.5000e-004**	**1.5000e-004**	**0.0000**	**2.0863**	**2.0863**	**4.0000e-005**	**4.0000e-005**	**2.0987**

Mitigated

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

Automobile Care Center	39096	2.1000e-004	1.9200e-003	1.6100e-003	1.0000e-005		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004	0.0000	2.0863	2.0863	4.0000e-005	4.0000e-005	2.0987
Total		**2.1000e-004**	**1.9200e-003**	**1.6100e-003**	**1.0000e-005**		**1.5000e-004**	**1.5000e-004**		**1.5000e-004**	**1.5000e-004**	**0.0000**	**2.0863**	**2.0863**	**4.0000e-005**	**4.0000e-005**	**2.0987**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Automobile Care Center	23976	13.3537	3.2000e-004	7.0000e-005	13.3810
Total		**13.3537**	**3.2000e-004**	**7.0000e-005**	**13.3810**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Automobile Care Center	23976	13.3537	3.2000e-004	7.0000e-005	13.3810
Total		**13.3537**	**3.2000e-004**	**7.0000e-005**	**13.3810**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	8.8100e-003	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.0000e-005	5.0000e-005	0.0000	0.0000	6.0000e-005
Unmitigated	8.8100e-003	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.0000e-005	5.0000e-005	0.0000	0.0000	6.0000e-005

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	1.0000e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	7.8100e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.0000e-005	5.0000e-005	0.0000	0.0000	6.0000e-005
Total	**8.8100e-003**	**0.0000**	**3.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**5.0000e-005**	**5.0000e-005**	**0.0000**	**0.0000**	**6.0000e-005**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	1.0000e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	7.8100e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	3.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.0000e-005	5.0000e-005	0.0000	0.0000	6.0000e-005

Total	**8.8100e-003**	**0.0000**	**3.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**5.0000e-005**	**5.0000e-005**	**0.0000**	**0.0000**	**6.0000e-005**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	2.3089	6.6700e-003	1.7000e-004	2.5257
Unmitigated	2.3089	6.6700e-003	1.7000e-004	2.5257

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Automobile Care Center	0.203215 / 0.124551	2.3089	6.6700e-003	1.7000e-004	2.5257
Total		**2.3089**	**6.6700e-003**	**1.7000e-004**	**2.5257**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Automobile Care Center	0.203215 / 0.124551	2.3089	6.6700e-003	1.7000e-004	2.5257

Total		**2.3089**	**6.6700e-003**	**1.7000e-004**	**2.5257**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	MT/yr			
Mitigated	1.6747	0.0990	0.0000	4.1489
Unmitigated	1.6747	0.0990	0.0000	4.1489

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Automobile Care Center	8.25	1.6747	0.0990	0.0000	4.1489
Total		**1.6747**	**0.0990**	**0.0000**	**4.1489**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e

Land Use	tons	MT/yr			
Automobile Care Center	8.25	1.6747	0.0990	0.0000	4.1489
Total		**1.6747**	**0.0990**	**0.0000**	**4.1489**

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

4575 Santa Monica Boulevard Existing - Los Angeles-South Coast County, Winter

4575 Santa Monica Boulevard Existing

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Automobile Care Center	2.16	1000sqft	0.12	2,160.00	0

1.2 Other Project Characteristics

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

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - City of Los Angeles ZIMAS database

Table Name	Column Name	Default Value	New Value
tblLandUse	LotAcreage	0.05	0.12

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0483	0.0000	2.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		4.7000e-004	4.7000e-004	0.0000		5.0000e-004
Energy	1.1600e-003	0.0105	8.8200e-003	6.0000e-005		8.0000e-004	8.0000e-004		8.0000e-004	8.0000e-004		12.6015	12.6015	2.4000e-004	2.3000e-004	12.6763
Mobile	0.0826	0.3347	0.7747	1.9800e-003	0.1460	2.4300e-003	0.1484	0.0391	2.2900e-003	0.0414		200.8062	200.8062	0.0139		201.1535
Total	**0.1320**	**0.3452**	**0.7838**	**2.0400e-003**	**0.1460**	**3.2300e-003**	**0.1492**	**0.0391**	**3.0900e-003**	**0.0422**		**213.4082**	**213.4082**	**0.0141**	**2.3000e-004**	**213.8303**

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	0.0483	0.0000	2.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		4.7000e-004	4.7000e-004	0.0000		5.0000e-004
Energy	1.1600e-003	0.0105	8.8200e-003	6.0000e-005		8.0000e-004	8.0000e-004		8.0000e-004	8.0000e-004		12.6015	12.6015	2.4000e-004	2.3000e-004	12.6763
Mobile	0.0826	0.3347	0.7747	1.9800e-003	0.1460	2.4300e-003	0.1484	0.0391	2.2900e-003	0.0414		200.8062	200.8062	0.0139		201.1535
Total	**0.1320**	**0.3452**	**0.7838**	**2.0400e-003**	**0.1460**	**3.2300e-003**	**0.1492**	**0.0391**	**3.0900e-003**	**0.0422**		**213.4082**	**213.4082**	**0.0141**	**2.3000e-004**	**213.8303**

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0826	0.3347	0.7747	1.9800e-003	0.1460	2.4300e-003	0.1484	0.0391	2.2900e-003	0.0414		200.8062	200.8062	0.0139		201.1535
Unmitigated	0.0826	0.3347	0.7747	1.9800e-003	0.1460	2.4300e-003	0.1484	0.0391	2.2900e-003	0.0414		200.8062	200.8062	0.0139		201.1535

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Automobile Care Center	51.24	51.24	25.66	63,738	63,738
Total	51.24	51.24	25.66	63,738	63,738

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Automobile Care Center	16.60	8.40	6.90	33.00	48.00	19.00	21	51	28

4.4 Fleet Mix

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

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

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

NaturalGas Mitigated	1.1600e-003	0.0105	8.8200e-003	6.0000e-005		8.0000e-004	8.0000e-004		8.0000e-004	8.0000e-004		12.6015	12.6015	2.4000e-004	2.3000e-004	12.6763
NaturalGas Unmitigated	1.1600e-003	0.0105	8.8200e-003	6.0000e-005		8.0000e-004	8.0000e-004		8.0000e-004	8.0000e-004		12.6015	12.6015	2.4000e-004	2.3000e-004	12.6763

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					
Automobile Care Center	107.112	1.1600e-003	0.0105	8.8200e-003	6.0000e-005		8.0000e-004	8.0000e-004		8.0000e-004	8.0000e-004		12.6015	12.6015	2.4000e-004	2.3000e-004	12.6763
Total		**1.1600e-003**	**0.0105**	**8.8200e-003**	**6.0000e-005**		**8.0000e-004**	**8.0000e-004**		**8.0000e-004**	**8.0000e-004**		**12.6015**	**12.6015**	**2.4000e-004**	**2.3000e-004**	**12.6763**

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					
Automobile Care Center	0.107112	1.1600e-003	0.0105	8.8200e-003	6.0000e-005		8.0000e-004	8.0000e-004		8.0000e-004	8.0000e-004		12.6015	12.6015	2.4000e-004	2.3000e-004	12.6763
Total		**1.1600e-003**	**0.0105**	**8.8200e-003**	**6.0000e-005**		**8.0000e-004**	**8.0000e-004**		**8.0000e-004**	**8.0000e-004**		**12.6015**	**12.6015**	**2.4000e-004**	**2.3000e-004**	**12.6763**

6.0 Area Detail

6.1 Mitigation Measures Area

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

Category	lb/day										lb/day					
Mitigated	0.0483	0.0000	2.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		4.7000e-004	4.7000e-004	0.0000		5.0000e-004
Unmitigated	0.0483	0.0000	2.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		4.7000e-004	4.7000e-004	0.0000		5.0000e-004

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	5.4900e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0428					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.0000e-005	0.0000	2.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		4.7000e-004	4.7000e-004	0.0000		5.0000e-004
Total	**0.0483**	**0.0000**	**2.2000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**4.7000e-004**	**4.7000e-004**	**0.0000**		**5.0000e-004**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	5.4900e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0428					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.0000e-005	0.0000	2.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		4.7000e-004	4.7000e-004	0.0000		5.0000e-004
Total	**0.0483**	**0.0000**	**2.2000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**4.7000e-004**	**4.7000e-004**	**0.0000**		**5.0000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

4575 Santa Monica Boulevard Future - Los Angeles-South Coast County, Summer

4575 Santa Monica Boulevard Future

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Low Rise	16.00	Dwelling Unit	0.12	11,187.00	46
Enclosed Parking with Elevator	8.00	Space	0.00	3,200.00	0

1.2 Other Project Characteristics

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

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Developer information

Construction Phase - Consultant assumptions

Demolition - City of Los Angeles ZIMAS database

Trips and VMT - Consultant assumptions

Woodstoves - Developer information

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

Table Name	Column Name	Default Value	New Value

tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	0.00	1,080.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	0.00	3,240.00
tblArchitecturalCoating	ConstArea_Parking	192.00	0.00
tblArchitecturalCoating	ConstArea_Residential_Exterior	7,551.00	0.00
tblArchitecturalCoating	ConstArea_Residential_Interior	22,654.00	0.00
tblAreaCoating	Area_Nonresidential_Exterior	0	1080
tblAreaCoating	Area_Nonresidential_Interior	0	3240
tblAreaCoating	Area_Parking	192	0
tblAreaCoating	Area_Residential_Exterior	7551	0
tblAreaCoating	Area_Residential_Interior	22654	0
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	46
tblConstructionPhase	NumDays	5.00	65.00
tblConstructionPhase	NumDays	100.00	348.00
tblConstructionPhase	NumDays	10.00	22.00
tblConstructionPhase	NumDays	1.00	20.00
tblConstructionPhase	PhaseEndDate	6/11/2020	6/30/2021
tblConstructionPhase	PhaseEndDate	6/4/2020	6/30/2021
tblConstructionPhase	PhaseEndDate	1/15/2020	1/31/2020
tblConstructionPhase	PhaseEndDate	1/16/2020	2/28/2020
tblConstructionPhase	PhaseStartDate	6/5/2020	4/1/2021
tblConstructionPhase	PhaseStartDate	1/17/2020	3/2/2020
tblConstructionPhase	PhaseStartDate	1/16/2020	2/3/2020
tblFireplaces	NumberGas	13.60	0.00
tblFireplaces	NumberNoFireplace	1.60	16.00
tblFireplaces	NumberWood	0.80	0.00
tblGrading	AcresOfGrading	10.00	0.50
tblLandUse	LandUseSquareFeet	16,000.00	11,187.00
tblLandUse	LotAcreage	1.00	0.12
tblLandUse	LotAcreage	0.07	0.00
tblTripsAndVMT	VendorTripNumber	2.00	10.00

tblTripsAndVMT	WorkerTripNumber	3.00	2.00
tblTripsAndVMT	WorkerTripNumber	13.00	10.00
tblWoodstoves	NumberCatalytic	0.80	0.00
tblWoodstoves	NumberNoncatalytic	0.80	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	0.9433	9.9488	8.1040	0.0152	0.2164	0.5283	0.7041	0.0481	0.4862	0.5343	0.0000	1,497.6141	1,497.6141	0.3773	0.0000	1,507.0475
2021	1.3838	10.5181	9.8184	0.0183	0.1982	0.5447	0.7429	0.0540	0.5087	0.5627	0.0000	1,796.1969	1,796.1969	0.3963	0.0000	1,806.1053
Maximum	**1.3838**	**10.5181**	**9.8184**	**0.0183**	**0.2164**	**0.5447**	**0.7429**	**0.0540**	**0.5087**	**0.5627**	**0.0000**	**1,796.1969**	**1,796.1969**	**0.3963**	**0.0000**	**1,806.1053**

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	0.9433	9.9488	8.1040	0.0152	0.1101	0.5283	0.6384	0.0320	0.4862	0.5182	0.0000	1,497.6141	1,497.6141	0.3773	0.0000	1,507.0475
2021	1.3838	10.5181	9.8184	0.0183	0.1235	0.5447	0.6682	0.0357	0.5087	0.5444	0.0000	1,796.1968	1,796.1968	0.3963	0.0000	1,806.1053
Maximum	**1.3838**	**10.5181**	**9.8184**	**0.0183**	**0.1235**	**0.5447**	**0.6682**	**0.0357**	**0.5087**	**0.5444**	**0.0000**	**1,796.1968**	**1,796.1968**	**0.3963**	**0.0000**	**1,806.1053**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**43.63**	**0.00**	**9.70**	**33.74**	**0.00**	**3.14**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.2683	0.0153	1.3237	7.0000e-005		7.3000e-003	7.3000e-003		7.3000e-003	7.3000e-003	0.0000	2.3786	2.3786	2.3100e-003	0.0000	2.4363
Energy	6.6700e-003	0.0570	0.0243	3.6000e-004		4.6100e-003	4.6100e-003		4.6100e-003	4.6100e-003		72.7984	72.7984	1.4000e-003	1.3300e-003	73.2310
Mobile	0.2222	1.0465	3.0509	0.0105	0.8324	8.6700e-003	0.8411	0.2228	8.0900e-003	0.2309		1,069.9267	1,069.9267	0.0556		1,071.3155
Total	**0.4972**	**1.1188**	**4.3988**	**0.0110**	**0.8324**	**0.0206**	**0.8530**	**0.2228**	**0.0200**	**0.2428**	**0.0000**	**1,145.1037**	**1,145.1037**	**0.0593**	**1.3300e-003**	**1,146.9829**

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	0.2683	0.0153	1.3237	7.0000e-005		7.3000e-003	7.3000e-003		7.3000e-003	7.3000e-003	0.0000	2.3786	2.3786	2.3100e-003	0.0000	2.4363
Energy	6.6700e-003	0.0570	0.0243	3.6000e-004		4.6100e-003	4.6100e-003		4.6100e-003	4.6100e-003		72.7984	72.7984	1.4000e-003	1.3300e-003	73.2310
Mobile	0.2222	1.0465	3.0509	0.0105	0.8324	8.6700e-003	0.8411	0.2228	8.0900e-003	0.2309		1,069.9267	1,069.9267	0.0556		1,071.3155
Total	**0.4972**	**1.1188**	**4.3988**	**0.0110**	**0.8324**	**0.0206**	**0.8530**	**0.2228**	**0.0200**	**0.2428**	**0.0000**	**1,145.1037**	**1,145.1037**	**0.0593**	**1.3300e-003**	**1,146.9829**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/2/2020	1/31/2020	5	22	
2	Site Preparation	Site Preparation	2/3/2020	2/28/2020	5	20	
3	Building Construction	Building Construction	3/2/2020	6/30/2021	5	348	
4	Architectural Coating	Architectural Coating	4/1/2021	6/30/2021	5	65	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 3,240; Non-Residential Outdoor: 1,080; Striped Parking Area: 0

OffRoad Equipment

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

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	1	2.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	10.00	10.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Demolition	4	10.00	0.00	10.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Replace Ground Cover

Water Exposed Area

Clean Paved Roads

3.2 Demolition - 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					0.0967	0.0000	0.0967	0.0146	0.0000	0.0146			0.0000			0.0000
Off-Road	0.8674	7.8729	7.6226	0.0120		0.4672	0.4672		0.4457	0.4457		1,147.2352	1,147.2352	0.2169		1,152.6578
Total	**0.8674**	**7.8729**	**7.6226**	**0.0120**	**0.0967**	**0.4672**	**0.5639**	**0.0146**	**0.4457**	**0.4603**		**1,147.2352**	**1,147.2352**	**0.2169**		**1,152.6578**

Unmitigated Construction Off-Site

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

Category	lb/day											lb/day					
Hauling	3.9700e-003	0.1307	0.0290	3.6000e-004	7.9500e-003	4.2000e-004	8.3600e-003	2.1800e-003	4.0000e-004	2.5800e-003		38.9015	38.9015	2.6500e-003		38.9676
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0460	0.0327	0.4378	1.1800e-003	0.1118	9.3000e-004	0.1127	0.0296	8.6000e-004	0.0305		117.6113	117.6113	3.7100e-003		117.7040
Total	**0.0500**	**0.1634**	**0.4668**	**1.5400e-003**	**0.1197**	**1.3500e-003**	**0.1211**	**0.0318**	**1.2600e-003**	**0.0331**		**156.5127**	**156.5127**	**6.3600e-003**		**156.6716**

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					0.0358	0.0000	0.0358	5.4200e-003	0.0000	5.4200e-003			0.0000			0.0000
Off-Road	0.8674	7.8729	7.6226	0.0120		0.4672	0.4672		0.4457	0.4457	0.0000	1,147.2352	1,147.2352	0.2169		1,152.6578
Total	**0.8674**	**7.8729**	**7.6226**	**0.0120**	**0.0358**	**0.4672**	**0.5030**	**5.4200e-003**	**0.4457**	**0.4511**	**0.0000**	**1,147.2352**	**1,147.2352**	**0.2169**		**1,152.6578**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	3.9700e-003	0.1307	0.0290	3.6000e-004	5.1800e-003	4.2000e-004	5.6000e-003	1.5000e-003	4.0000e-004	1.9000e-003		38.9015	38.9015	2.6500e-003		38.9676
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0460	0.0327	0.4378	1.1800e-003	0.0671	9.3000e-004	0.0680	0.0187	8.6000e-004	0.0195		117.6113	117.6113	3.7100e-003		117.7040

Total	**0.0500**	**0.1634**	**0.4668**	**1.5400e-003**	**0.0723**	**1.3500e-003**	**0.0736**	**0.0202**	**1.2600e-003**	**0.0214**		**156.5127**	**156.5127**	**6.3600e-003**		**156.6716**

3.3 Site Preparation - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0265	0.0000	0.0265	2.8600e-003	0.0000	2.8600e-003			0.0000			0.0000
Off-Road	0.6853	8.4307	4.0942	9.7400e-003		0.3353	0.3353		0.3085	0.3085		943.4872	943.4872	0.3051		951.1158
Total	**0.6853**	**8.4307**	**4.0942**	**9.7400e-003**	**0.0265**	**0.3353**	**0.3619**	**2.8600e-003**	**0.3085**	**0.3114**		**943.4872**	**943.4872**	**0.3051**		**951.1158**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0230	0.0164	0.2189	5.9000e-004	0.0559	4.7000e-004	0.0564	0.0148	4.3000e-004	0.0153		58.8056	58.8056	1.8500e-003		58.8520
Total	**0.0230**	**0.0164**	**0.2189**	**5.9000e-004**	**0.0559**	**4.7000e-004**	**0.0564**	**0.0148**	**4.3000e-004**	**0.0153**		**58.8056**	**58.8056**	**1.8500e-003**		**58.8520**

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					9.8200e-003	0.0000	9.8200e-003	1.0600e-003	0.0000	1.0600e-003			0.0000			0.0000
Off-Road	0.6853	8.4307	4.0942	9.7400e-003		0.3353	0.3353		0.3085	0.3085	0.0000	943.4872	943.4872	0.3051		951.1158
Total	**0.6853**	**8.4307**	**4.0942**	**9.7400e-003**	**9.8200e-003**	**0.3353**	**0.3452**	**1.0600e-003**	**0.3085**	**0.3096**	**0.0000**	**943.4872**	**943.4872**	**0.3051**		**951.1158**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0230	0.0164	0.2189	5.9000e-004	0.0335	4.7000e-004	0.0340	9.3400e-003	4.3000e-004	9.7700e-003		58.8056	58.8056	1.8500e-003		58.8520
Total	**0.0230**	**0.0164**	**0.2189**	**5.9000e-004**	**0.0335**	**4.7000e-004**	**0.0340**	**9.3400e-003**	**4.3000e-004**	**9.7700e-003**		**58.8056**	**58.8056**	**1.8500e-003**		**58.8520**

3.4 Building Construction - 2020

Unmitigated Construction On-Site

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

Off-Road	0.8617	8.8523	7.3875	0.0114		0.5224	0.5224		0.4806	0.4806		1,102.9781	1,102.9781	0.3567		1,111.8962
Total	**0.8617**	**8.8523**	**7.3875**	**0.0114**		**0.5224**	**0.5224**		**0.4806**	**0.4806**		**1,102.9781**	**1,102.9781**	**0.3567**		**1,111.8962**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0356	1.0637	0.2787	2.5900e-003	0.0640	5.0100e-003	0.0690	0.0184	4.7900e-003	0.0232		277.0247	277.0247	0.0169		277.4473
Worker	0.0460	0.0327	0.4378	1.1800e-003	0.1118	9.3000e-004	0.1127	0.0296	8.6000e-004	0.0305		117.6113	117.6113	3.7100e-003		117.7040
Total	**0.0816**	**1.0965**	**0.7166**	**3.7700e-003**	**0.1758**	**5.9400e-003**	**0.1817**	**0.0481**	**5.6500e-003**	**0.0537**		**394.6360**	**394.6360**	**0.0206**		**395.1513**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8617	8.8523	7.3875	0.0114		0.5224	0.5224		0.4806	0.4806	0.0000	1,102.9781	1,102.9781	0.3567		1,111.8962
Total	**0.8617**	**8.8523**	**7.3875**	**0.0114**		**0.5224**	**0.5224**		**0.4806**	**0.4806**	**0.0000**	**1,102.9781**	**1,102.9781**	**0.3567**		**1,111.8962**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0356	1.0637	0.2787	2.5900e-003	0.0430	5.0100e-003	0.0480	0.0133	4.7900e-003	0.0181		277.0247	277.0247	0.0169		277.4473
Worker	0.0460	0.0327	0.4378	1.1800e-003	0.0671	9.3000e-004	0.0680	0.0187	8.6000e-004	0.0195		117.6113	117.6113	3.7100e-003		117.7040
Total	**0.0816**	**1.0965**	**0.7166**	**3.7700e-003**	**0.1101**	**5.9400e-003**	**0.1161**	**0.0320**	**5.6500e-003**	**0.0376**		**394.6360**	**394.6360**	**0.0206**		**395.1513**

3.4 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117		1,103.2158	1,103.2158	0.3568		1,112.1358
Total	**0.7750**	**7.9850**	**7.2637**	**0.0114**		**0.4475**	**0.4475**		**0.4117**	**0.4117**		**1,103.2158**	**1,103.2158**	**0.3568**		**1,112.1358**

Unmitigated Construction Off-Site

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

Category	lb/day											lb/day				
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0304	0.9709	0.2538	2.5700e-003	0.0640	1.9900e-003	0.0660	0.0184	1.9000e-003	0.0203		274.8806	274.8806	0.0162		275.2855
Worker	0.0429	0.0295	0.4028	1.1400e-003	0.1118	9.0000e-004	0.1127	0.0296	8.3000e-004	0.0305		113.8770	113.8770	3.3600e-003		113.9609
Total	**0.0733**	**1.0004**	**0.6566**	**3.7100e-003**	**0.1758**	**2.8900e-003**	**0.1787**	**0.0481**	**2.7300e-003**	**0.0508**		**388.7576**	**388.7576**	**0.0196**		**389.2464**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117	0.0000	1,103.2158	1,103.2158	0.3568		1,112.1358
Total	**0.7750**	**7.9850**	**7.2637**	**0.0114**		**0.4475**	**0.4475**		**0.4117**	**0.4117**	**0.0000**	**1,103.2158**	**1,103.2158**	**0.3568**		**1,112.1358**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0304	0.9709	0.2538	2.5700e-003	0.0430	1.9900e-003	0.0450	0.0133	1.9000e-003	0.0152		274.8806	274.8806	0.0162		275.2855
Worker	0.0429	0.0295	0.4028	1.1400e-003	0.0671	9.0000e-004	0.0680	0.0187	8.3000e-004	0.0195		113.8770	113.8770	3.3600e-003		113.9609

Total	**0.0733**	**1.0004**	**0.6566**	**3.7100e-003**	**0.1101**	**2.8900e-003**	**0.1130**	**0.0320**	**2.7300e-003**	**0.0347**		**388.7576**	**388.7576**	**0.0196**		**389.2464**

3.5 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	0.3081					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
Total	**0.5270**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**		**281.4481**	**281.4481**	**0.0193**		**281.9309**

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	8.5700e-003	5.8900e-003	0.0806	2.3000e-004	0.0224	1.8000e-004	0.0225	5.9300e-003	1.7000e-004	6.1000e-003		22.7754	22.7754	6.7000e-004		22.7922
Total	**8.5700e-003**	**5.8900e-003**	**0.0806**	**2.3000e-004**	**0.0224**	**1.8000e-004**	**0.0225**	**5.9300e-003**	**1.7000e-004**	**6.1000e-003**		**22.7754**	**22.7754**	**6.7000e-004**		**22.7922**

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	0.3081					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
Total	**0.5270**	**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**

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	8.5700e-003	5.8900e-003	0.0806	2.3000e-004	0.0134	1.8000e-004	0.0136	3.7300e-003	1.7000e-004	3.9000e-003		22.7754	22.7754	6.7000e-004		22.7922
Total	**8.5700e-003**	**5.8900e-003**	**0.0806**	**2.3000e-004**	**0.0134**	**1.8000e-004**	**0.0136**	**3.7300e-003**	**1.7000e-004**	**3.9000e-003**		**22.7754**	**22.7754**	**6.7000e-004**		**22.7922**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.2222	1.0465	3.0509	0.0105	0.8324	8.6700e-003	0.8411	0.2228	8.0900e-003	0.2309		1,069.9267	1,069.9267	0.0556		1,071.3155
Unmitigated	0.2222	1.0465	3.0509	0.0105	0.8324	8.6700e-003	0.8411	0.2228	8.0900e-003	0.2309		1,069.9267	1,069.9267	0.0556		1,071.3155

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	105.44	114.56	97.12	360,695	360,695
Enclosed Parking with Elevator	0.00	0.00	0.00		
Total	105.44	114.56	97.12	360,695	360,695

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	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

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

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	6.6700e-003	0.0570	0.0243	3.6000e-004		4.6100e-003	4.6100e-003		4.6100e-003	4.6100e-003		72.7984	72.7984	1.4000e-003	1.3300e-003	73.2310
NaturalGas Unmitigated	6.6700e-003	0.0570	0.0243	3.6000e-004		4.6100e-003	4.6100e-003		4.6100e-003	4.6100e-003		72.7984	72.7984	1.4000e-003	1.3300e-003	73.2310

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	618.787	6.6700e-003	0.0570	0.0243	3.6000e-004		4.6100e-003	4.6100e-003		4.6100e-003	4.6100e-003		72.7984	72.7984	1.4000e-003	1.3300e-003	73.2310
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**6.6700e-003**	**0.0570**	**0.0243**	**3.6000e-004**		**4.6100e-003**	**4.6100e-003**		**4.6100e-003**	**4.6100e-003**		**72.7984**	**72.7984**	**1.4000e-003**	**1.3300e-003**	**73.2310**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	0.618787	6.6700e-003	0.0570	0.0243	3.6000e-004		4.6100e-003	4.6100e-003		4.6100e-003	4.6100e-003		72.7984	72.7984	1.4000e-003	1.3300e-003	73.2310
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**6.6700e-003**	**0.0570**	**0.0243**	**3.6000e-004**		**4.6100e-003**	**4.6100e-003**		**4.6100e-003**	**4.6100e-003**		**72.7984**	**72.7984**	**1.4000e-003**	**1.3300e-003**	**73.2310**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.2683	0.0153	1.3237	7.0000e-005		7.3000e-003	7.3000e-003		7.3000e-003	7.3000e-003	0.0000	2.3786	2.3786	2.3100e-003	0.0000	2.4363
Unmitigated	0.2683	0.0153	1.3237	7.0000e-005		7.3000e-003	7.3000e-003		7.3000e-003	7.3000e-003	0.0000	2.3786	2.3786	2.3100e-003	0.0000	2.4363

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	5.4900e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2226					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0402	0.0153	1.3237	7.0000e-005		7.3000e-003	7.3000e-003		7.3000e-003	7.3000e-003		2.3786	2.3786	2.3100e-003		2.4363
Total	**0.2683**	**0.0153**	**1.3237**	**7.0000e-005**		**7.3000e-003**	**7.3000e-003**		**7.3000e-003**	**7.3000e-003**	**0.0000**	**2.3786**	**2.3786**	**2.3100e-003**	**0.0000**	**2.4363**

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	5.4900e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2226					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0402	0.0153	1.3237	7.0000e-005		7.3000e-003	7.3000e-003		7.3000e-003	7.3000e-003		2.3786	2.3786	2.3100e-003		2.4363
Total	**0.2683**	**0.0153**	**1.3237**	**7.0000e-005**		**7.3000e-003**	**7.3000e-003**		**7.3000e-003**	**7.3000e-003**	**0.0000**	**2.3786**	**2.3786**	**2.3100e-003**	**0.0000**	**2.4363**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

4575 Santa Monica Boulevard Future - Los Angeles-South Coast County, Annual

4575 Santa Monica Boulevard Future

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Low Rise	16.00	Dwelling Unit	0.12	11,187.00	46
Enclosed Parking with Elevator	8.00	Space	0.00	3,200.00	0

1.2 Other Project Characteristics

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

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Developer information

Construction Phase - Consultant assumptions

Demolition - City of Los Angeles ZIMAS database

Trips and VMT - Consultant assumptions

Woodstoves - Developer information

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

Table Name	Column Name	Default Value	New Value

tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	0.00	1,080.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	0.00	3,240.00
tblArchitecturalCoating	ConstArea_Parking	192.00	0.00
tblArchitecturalCoating	ConstArea_Residential_Exterior	7,551.00	0.00
tblArchitecturalCoating	ConstArea_Residential_Interior	22,654.00	0.00
tblAreaCoating	Area_Nonresidential_Exterior	0	1080
tblAreaCoating	Area_Nonresidential_Interior	0	3240
tblAreaCoating	Area_Parking	192	0
tblAreaCoating	Area_Residential_Exterior	7551	0
tblAreaCoating	Area_Residential_Interior	22654	0
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	46
tblConstructionPhase	NumDays	5.00	65.00
tblConstructionPhase	NumDays	100.00	348.00
tblConstructionPhase	NumDays	10.00	22.00
tblConstructionPhase	NumDays	1.00	20.00
tblConstructionPhase	PhaseEndDate	6/11/2020	6/30/2021
tblConstructionPhase	PhaseEndDate	6/4/2020	6/30/2021
tblConstructionPhase	PhaseEndDate	1/15/2020	1/31/2020
tblConstructionPhase	PhaseEndDate	1/16/2020	2/28/2020
tblConstructionPhase	PhaseStartDate	6/5/2020	4/1/2021
tblConstructionPhase	PhaseStartDate	1/17/2020	3/2/2020
tblConstructionPhase	PhaseStartDate	1/16/2020	2/3/2020
tblFireplaces	NumberGas	13.60	0.00
tblFireplaces	NumberNoFireplace	1.60	16.00
tblFireplaces	NumberWood	0.80	0.00
tblGrading	AcresOfGrading	10.00	0.50
tblLandUse	LandUseSquareFeet	16,000.00	11,187.00
tblLandUse	LotAcreage	1.00	0.12
tblLandUse	LotAcreage	0.07	0.00
tblTripsAndVMT	VendorTripNumber	2.00	10.00

tblTripsAndVMT	WorkerTripNumber	3.00	2.00
tblTripsAndVMT	WorkerTripNumber	13.00	10.00
tblWoodstoves	NumberCatalytic	0.80	0.00
tblWoodstoves	NumberNoncatalytic	0.80	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.1206	1.2651	1.0178	1.9000e-003	0.0221	0.0664	0.0884	5.8600e-003	0.0613	0.0671	0.0000	169.9797	169.9797	0.0425	0.0000	171.0429
2021	0.0722	0.6307	0.5717	1.0700e-003	0.0118	0.0321	0.0440	3.2400e-003	0.0298	0.0330	0.0000	95.7713	95.7713	0.0226	0.0000	96.3371
Maximum	**0.1206**	**1.2651**	**1.0178**	**1.9000e-003**	**0.0221**	**0.0664**	**0.0884**	**5.8600e-003**	**0.0613**	**0.0671**	**0.0000**	**169.9797**	**169.9797**	**0.0425**	**0.0000**	**171.0429**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.1206	1.2651	1.0178	1.9000e-003	0.0135	0.0664	0.0798	3.8300e-003	0.0613	0.0651	0.0000	169.9796	169.9796	0.0425	0.0000	171.0428
2021	0.0722	0.6307	0.5717	1.0700e-003	7.4200e-003	0.0321	0.0395	2.1500e-003	0.0298	0.0320	0.0000	95.7713	95.7713	0.0226	0.0000	96.3370
Maximum	**0.1206**	**1.2651**	**1.0178**	**1.9000e-003**	**0.0135**	**0.0664**	**0.0798**	**3.8300e-003**	**0.0613**	**0.0651**	**0.0000**	**169.9796**	**169.9796**	**0.0425**	**0.0000**	**171.0428**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**38.38**	**0.00**	**9.83**	**34.29**	**0.00**	**3.12**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	1-2-2020	4-1-2020	0.3018	0.3018
2	4-2-2020	7-1-2020	0.3540	0.3540
3	7-2-2020	10-1-2020	0.3579	0.3579
4	10-2-2020	1-1-2021	0.3578	0.3578
5	1-2-2021	4-1-2021	0.3171	0.3171
6	4-2-2021	7-1-2021	0.3826	0.3826
		Highest	0.3826	0.3826

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0467	1.9100e-003	0.1655	1.0000e-005		9.1000e-004	9.1000e-004		9.1000e-004	9.1000e-004	0.0000	0.2697	0.2697	2.6000e-004	0.0000	0.2763
Energy	1.2200e-003	0.0104	4.4300e-003	7.0000e-005		8.4000e-004	8.4000e-004		8.4000e-004	8.4000e-004	0.0000	59.1950	59.1950	1.3400e-003	4.5000e-004	59.3631
Mobile	0.0354	0.1835	0.4925	1.7000e-003	0.1369	1.4500e-003	0.1384	0.0367	1.3600e-003	0.0381	0.0000	157.0592	157.0592	8.3900e-003	0.0000	157.2688
Waste						0.0000	0.0000		0.0000	0.0000	1.4940	0.0000	1.4940	0.0883	0.0000	3.7014
Water						0.0000	0.0000		0.0000	0.0000	0.3307	11.6268	11.9576	0.0342	8.6000e-004	13.0696
Total	**0.0833**	**0.1958**	**0.6624**	**1.7800e-003**	**0.1369**	**3.2000e-003**	**0.1401**	**0.0367**	**3.1100e-003**	**0.0398**	**1.8247**	**228.1507**	**229.9754**	**0.1325**	**1.3100e-003**	**233.6791**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0467	1.9100e-003	0.1655	1.0000e-005		9.1000e-004	9.1000e-004		9.1000e-004	9.1000e-004	0.0000	0.2697	0.2697	2.6000e-004	0.0000	0.2763
Energy	1.2200e-003	0.0104	4.4300e-003	7.0000e-005		8.4000e-004	8.4000e-004		8.4000e-004	8.4000e-004	0.0000	59.1950	59.1950	1.3400e-003	4.5000e-004	59.3631
Mobile	0.0354	0.1835	0.4925	1.7000e-003	0.1369	1.4500e-003	0.1384	0.0367	1.3600e-003	0.0381	0.0000	157.0592	157.0592	8.3900e-003	0.0000	157.2688
Waste						0.0000	0.0000		0.0000	0.0000	1.4940	0.0000	1.4940	0.0883	0.0000	3.7014
Water						0.0000	0.0000		0.0000	0.0000	0.3307	11.6268	11.9576	0.0342	8.6000e-004	13.0696
Total	**0.0833**	**0.1958**	**0.6624**	**1.7800e-003**	**0.1369**	**3.2000e-003**	**0.1401**	**0.0367**	**3.1100e-003**	**0.0398**	**1.8247**	**228.1507**	**229.9754**	**0.1325**	**1.3100e-003**	**233.6791**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/2/2020	1/31/2020	5	22	
2	Site Preparation	Site Preparation	2/3/2020	2/28/2020	5	20	
3	Building Construction	Building Construction	3/2/2020	6/30/2021	5	348	
4	Architectural Coating	Architectural Coating	4/1/2021	6/30/2021	5	65	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 3,240; Non-Residential Outdoor: 1,080; Striped Parking Area: 0

OffRoad Equipment

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

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	1	2.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	10.00	10.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Demolition	4	10.00	0.00	10.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Replace Ground Cover

Water Exposed Area

Clean Paved Roads

3.2 Demolition - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.0600e-003	0.0000	1.0600e-003	1.6000e-004	0.0000	1.6000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.5400e-003	0.0866	0.0839	1.3000e-004		5.1400e-003	5.1400e-003		4.9000e-003	4.9000e-003	0.0000	11.4483	11.4483	2.1600e-003	0.0000	11.5024
Total	**9.5400e-003**	**0.0866**	**0.0839**	**1.3000e-004**	**1.0600e-003**	**5.1400e-003**	**6.2000e-003**	**1.6000e-004**	**4.9000e-003**	**5.0600e-003**	**0.0000**	**11.4483**	**11.4483**	**2.1600e-003**	**0.0000**	**11.5024**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.0000e-005	1.4800e-003	3.3000e-004	0.0000	9.0000e-005	0.0000	9.0000e-005	2.0000e-005	0.0000	3.0000e-005	0.0000	0.3854	0.3854	3.0000e-005	0.0000	0.3861
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.1000e-004	4.1000e-004	4.5300e-003	1.0000e-005	1.2100e-003	1.0000e-005	1.2200e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.1235	1.1235	4.0000e-005	0.0000	1.1244
Total	**5.5000e-004**	**1.8900e-003**	**4.8600e-003**	**1.0000e-005**	**1.3000e-003**	**1.0000e-005**	**1.3100e-003**	**3.4000e-004**	**1.0000e-005**	**3.6000e-004**	**0.0000**	**1.5089**	**1.5089**	**7.0000e-005**	**0.0000**	**1.5104**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					3.9000e-004	0.0000	3.9000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.5400e-003	0.0866	0.0839	1.3000e-004		5.1400e-003	5.1400e-003		4.9000e-003	4.9000e-003	0.0000	11.4483	11.4483	2.1600e-003	0.0000	11.5024

Total	**9.5400e-003**	**0.0866**	**0.0839**	**1.3000e-004**	**3.9000e-004**	**5.1400e-003**	**5.5300e-003**	**6.0000e-005**	**4.9000e-003**	**4.9600e-003**	**0.0000**	**11.4483**	**11.4483**	**2.1600e-003**	**0.0000**	**11.5024**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.0000e-005	1.4800e-003	3.3000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.3854	0.3854	3.0000e-005	0.0000	0.3861
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.1000e-004	4.1000e-004	4.5300e-003	1.0000e-005	7.2000e-004	1.0000e-005	7.4000e-004	2.0000e-004	1.0000e-005	2.1000e-004	0.0000	1.1235	1.1235	4.0000e-005	0.0000	1.1244
Total	**5.5000e-004**	**1.8900e-003**	**4.8600e-003**	**1.0000e-005**	**7.8000e-004**	**1.0000e-005**	**8.0000e-004**	**2.2000e-004**	**1.0000e-005**	**2.3000e-004**	**0.0000**	**1.5089**	**1.5089**	**7.0000e-005**	**0.0000**	**1.5104**

3.3 Site Preparation - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.8500e-003	0.0843	0.0409	1.0000e-004		3.3500e-003	3.3500e-003		3.0900e-003	3.0900e-003	0.0000	8.5592	8.5592	2.7700e-003	0.0000	8.6284
Total	**6.8500e-003**	**0.0843**	**0.0409**	**1.0000e-004**	**2.7000e-004**	**3.3500e-003**	**3.6200e-003**	**3.0000e-005**	**3.0900e-003**	**3.1200e-003**	**0.0000**	**8.5592**	**8.5592**	**2.7700e-003**	**0.0000**	**8.6284**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.3000e-004	1.9000e-004	2.0600e-003	1.0000e-005	5.5000e-004	0.0000	5.5000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.5107	0.5107	2.0000e-005	0.0000	0.5111
Total	**2.3000e-004**	**1.9000e-004**	**2.0600e-003**	**1.0000e-005**	**5.5000e-004**	**0.0000**	**5.5000e-004**	**1.5000e-004**	**0.0000**	**1.5000e-004**	**0.0000**	**0.5107**	**0.5107**	**2.0000e-005**	**0.0000**	**0.5111**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.0000e-004	0.0000	1.0000e-004	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.8500e-003	0.0843	0.0409	1.0000e-004		3.3500e-003	3.3500e-003		3.0900e-003	3.0900e-003	0.0000	8.5592	8.5592	2.7700e-003	0.0000	8.6284
Total	**6.8500e-003**	**0.0843**	**0.0409**	**1.0000e-004**	**1.0000e-004**	**3.3500e-003**	**3.4500e-003**	**1.0000e-005**	**3.0900e-003**	**3.1000e-003**	**0.0000**	**8.5592**	**8.5592**	**2.7700e-003**	**0.0000**	**8.6284**

Mitigated Construction Off-Site

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

Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.3000e-004	1.9000e-004	2.0600e-003	1.0000e-005	3.3000e-004	0.0000	3.3000e-004	9.0000e-005	0.0000	1.0000e-004	0.0000	0.5107	0.5107	2.0000e-005	0.0000	0.5111
Total	**2.3000e-004**	**1.9000e-004**	**2.0600e-003**	**1.0000e-005**	**3.3000e-004**	**0.0000**	**3.3000e-004**	**9.0000e-005**	**0.0000**	**1.0000e-004**	**0.0000**	**0.5107**	**0.5107**	**2.0000e-005**	**0.0000**	**0.5111**

3.4 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0944	0.9693	0.8089	1.2500e-003		0.0572	0.0572		0.0526	0.0526	0.0000	109.5662	109.5662	0.0354	0.0000	110.4521
Total	**0.0944**	**0.9693**	**0.8089**	**1.2500e-003**		**0.0572**	**0.0572**		**0.0526**	**0.0526**	**0.0000**	**109.5662**	**109.5662**	**0.0354**	**0.0000**	**110.4521**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.9700e-003	0.1187	0.0321	2.8000e-004	6.9000e-003	5.5000e-004	7.4500e-003	1.9900e-003	5.3000e-004	2.5200e-003	0.0000	27.2027	27.2027	1.7300e-003	0.0000	27.2459
Worker	5.0500e-003	4.0800e-003	0.0451	1.2000e-004	0.0120	1.0000e-004	0.0121	3.1900e-003	9.0000e-005	3.2800e-003	0.0000	11.1838	11.1838	3.5000e-004	0.0000	11.1926
Total	**9.0200e-003**	**0.1227**	**0.0772**	**4.0000e-004**	**0.0189**	**6.5000e-004**	**0.0196**	**5.1800e-003**	**6.2000e-004**	**5.8000e-003**	**0.0000**	**38.3865**	**38.3865**	**2.0800e-003**	**0.0000**	**38.4385**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0944	0.9693	0.8089	1.2500e-003		0.0572	0.0572		0.0526	0.0526	0.0000	109.5661	109.5661	0.0354	0.0000	110.4520
Total	**0.0944**	**0.9693**	**0.8089**	**1.2500e-003**		**0.0572**	**0.0572**		**0.0526**	**0.0526**	**0.0000**	**109.5661**	**109.5661**	**0.0354**	**0.0000**	**110.4520**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.9700e-003	0.1187	0.0321	2.8000e-004	4.6500e-003	5.5000e-004	5.2000e-003	1.4400e-003	5.3000e-004	1.9700e-003	0.0000	27.2027	27.2027	1.7300e-003	0.0000	27.2459
Worker	5.0500e-003	4.0800e-003	0.0451	1.2000e-004	7.2100e-003	1.0000e-004	7.3200e-003	2.0100e-003	9.0000e-005	2.1100e-003	0.0000	11.1838	11.1838	3.5000e-004	0.0000	11.1926
Total	**9.0200e-003**	**0.1227**	**0.0772**	**4.0000e-004**	**0.0119**	**6.5000e-004**	**0.0125**	**3.4500e-003**	**6.2000e-004**	**4.0800e-003**	**0.0000**	**38.3865**	**38.3865**	**2.0800e-003**	**0.0000**	**38.4385**

3.4 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0500	0.5150	0.4685	7.3000e-004		0.0289	0.0289		0.0266	0.0266	0.0000	64.5529	64.5529	0.0209	0.0000	65.0749
Total	**0.0500**	**0.5150**	**0.4685**	**7.3000e-004**		**0.0289**	**0.0289**		**0.0266**	**0.0266**	**0.0000**	**64.5529**	**64.5529**	**0.0209**	**0.0000**	**65.0749**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.0000e-003	0.0637	0.0173	1.6000e-004	4.0600e-003	1.3000e-004	4.1900e-003	1.1700e-003	1.2000e-004	1.3000e-003	0.0000	15.8990	15.8990	9.8000e-004	0.0000	15.9234
Worker	2.7800e-003	2.1600e-003	0.0244	7.0000e-005	7.0700e-003	6.0000e-005	7.1300e-003	1.8800e-003	5.0000e-005	1.9300e-003	0.0000	6.3785	6.3785	1.9000e-004	0.0000	6.3832
Total	**4.7800e-003**	**0.0658**	**0.0417**	**2.3000e-004**	**0.0111**	**1.9000e-004**	**0.0113**	**3.0500e-003**	**1.7000e-004**	**3.2300e-003**	**0.0000**	**22.2775**	**22.2775**	**1.1700e-003**	**0.0000**	**22.3066**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0500	0.5150	0.4685	7.3000e-004		0.0289	0.0289		0.0266	0.0266	0.0000	64.5529	64.5529	0.0209	0.0000	65.0748

Total	**0.0500**	**0.5150**	**0.4685**	**7.3000e-004**		**0.0289**	**0.0289**		**0.0266**	**0.0266**	**0.0000**	**64.5529**	**64.5529**	**0.0209**	**0.0000**	**65.0748**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.0000e-003	0.0637	0.0173	1.6000e-004	2.7400e-003	1.3000e-004	2.8700e-003	8.5000e-004	1.2000e-004	9.7000e-004	0.0000	15.8990	15.8990	9.8000e-004	0.0000	15.9234
Worker	2.7800e-003	2.1600e-003	0.0244	7.0000e-005	4.2500e-003	6.0000e-005	4.3100e-003	1.1900e-003	5.0000e-005	1.2400e-003	0.0000	6.3785	6.3785	1.9000e-004	0.0000	6.3832
Total	**4.7800e-003**	**0.0658**	**0.0417**	**2.3000e-004**	**6.9900e-003**	**1.9000e-004**	**7.1800e-003**	**2.0400e-003**	**1.7000e-004**	**2.2100e-003**	**0.0000**	**22.2775**	**22.2775**	**1.1700e-003**	**0.0000**	**22.3066**

3.5 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	tons/yr										MT/yr					
Archit. Coating	0.0100					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.1100e-003	0.0496	0.0591	1.0000e-004		3.0600e-003	3.0600e-003		3.0600e-003	3.0600e-003	0.0000	8.2981	8.2981	5.7000e-004	0.0000	8.3123
Total	**0.0171**	**0.0496**	**0.0591**	**1.0000e-004**		**3.0600e-003**	**3.0600e-003**		**3.0600e-003**	**3.0600e-003**	**0.0000**	**8.2981**	**8.2981**	**5.7000e-004**	**0.0000**	**8.3123**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-004	2.2000e-004	2.4600e-003	1.0000e-005	7.1000e-004	1.0000e-005	7.2000e-004	1.9000e-004	1.0000e-005	1.9000e-004	0.0000	0.6428	0.6428	2.0000e-005	0.0000	0.6433
Total	**2.8000e-004**	**2.2000e-004**	**2.4600e-003**	**1.0000e-005**	**7.1000e-004**	**1.0000e-005**	**7.2000e-004**	**1.9000e-004**	**1.0000e-005**	**1.9000e-004**	**0.0000**	**0.6428**	**0.6428**	**2.0000e-005**	**0.0000**	**0.6433**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0100					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.1100e-003	0.0496	0.0591	1.0000e-004		3.0600e-003	3.0600e-003		3.0600e-003	3.0600e-003	0.0000	8.2981	8.2981	5.7000e-004	0.0000	8.3123
Total	**0.0171**	**0.0496**	**0.0591**	**1.0000e-004**		**3.0600e-003**	**3.0600e-003**		**3.0600e-003**	**3.0600e-003**	**0.0000**	**8.2981**	**8.2981**	**5.7000e-004**	**0.0000**	**8.3123**

Mitigated Construction Off-Site

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

Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-004	2.2000e-004	2.4600e-003	1.0000e-005	4.3000e-004	1.0000e-005	4.3000e-004	1.2000e-004	1.0000e-005	1.2000e-004	0.0000	0.6428	0.6428	2.0000e-005	0.0000	0.6433
Total	**2.8000e-004**	**2.2000e-004**	**2.4600e-003**	**1.0000e-005**	**4.3000e-004**	**1.0000e-005**	**4.3000e-004**	**1.2000e-004**	**1.0000e-005**	**1.2000e-004**	**0.0000**	**0.6428**	**0.6428**	**2.0000e-005**	**0.0000**	**0.6433**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0354	0.1835	0.4925	1.7000e-003	0.1369	1.4500e-003	0.1384	0.0367	1.3600e-003	0.0381	0.0000	157.0592	157.0592	8.3900e-003	0.0000	157.2688
Unmitigated	0.0354	0.1835	0.4925	1.7000e-003	0.1369	1.4500e-003	0.1384	0.0367	1.3600e-003	0.0381	0.0000	157.0592	157.0592	8.3900e-003	0.0000	157.2688

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	105.44	114.56	97.12	360,695	360,695
Enclosed Parking with Elevator	0.00	0.00	0.00		
Total	105.44	114.56	97.12	360,695	360,695

4.3 Trip Type Information

	Miles	Trip %	Trip Purpose %

Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	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

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

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	47.1424	47.1424	1.1100e-003	2.3000e-004	47.2389
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	47.1424	47.1424	1.1100e-003	2.3000e-004	47.2389
NaturalGas Mitigated	1.2200e-003	0.0104	4.4300e-003	7.0000e-005		8.4000e-004	8.4000e-004		8.4000e-004	8.4000e-004	0.0000	12.0526	12.0526	2.3000e-004	2.2000e-004	12.1242
NaturalGas Unmitigated	1.2200e-003	0.0104	4.4300e-003	7.0000e-005		8.4000e-004	8.4000e-004		8.4000e-004	8.4000e-004	0.0000	12.0526	12.0526	2.3000e-004	2.2000e-004	12.1242

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	225857	1.2200e-003	0.0104	4.4300e-003	7.0000e-005		8.4000e-004	8.4000e-004		8.4000e-004	8.4000e-004	0.0000	12.0526	12.0526	2.3000e-004	2.2000e-004	12.1242
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**1.2200e-003**	**0.0104**	**4.4300e-003**	**7.0000e-005**		**8.4000e-004**	**8.4000e-004**		**8.4000e-004**	**8.4000e-004**	**0.0000**	**12.0526**	**12.0526**	**2.3000e-004**	**2.2000e-004**	**12.1242**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	225857	1.2200e-003	0.0104	4.4300e-003	7.0000e-005		8.4000e-004	8.4000e-004		8.4000e-004	8.4000e-004	0.0000	12.0526	12.0526	2.3000e-004	2.2000e-004	12.1242
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**1.2200e-003**	**0.0104**	**4.4300e-003**	**7.0000e-005**		**8.4000e-004**	**8.4000e-004**		**8.4000e-004**	**8.4000e-004**	**0.0000**	**12.0526**	**12.0526**	**2.3000e-004**	**2.2000e-004**	**12.1242**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	65890.1	36.6982	8.7000e-004	1.8000e-004	36.7734
Enclosed Parking with Elevator	18752	10.4441	2.5000e-004	5.0000e-005	10.4655

Total		**47.1424**	**1.1200e-003**	**2.3000e-004**	**47.2389**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	65890.1	36.6982	8.7000e-004	1.8000e-004	36.7734
Enclosed Parking with Elevator	18752	10.4441	2.5000e-004	5.0000e-005	10.4655
Total		**47.1424**	**1.1200e-003**	**2.3000e-004**	**47.2389**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0467	1.9100e-003	0.1655	1.0000e-005		9.1000e-004	9.1000e-004		9.1000e-004	9.1000e-004	0.0000	0.2697	0.2697	2.6000e-004	0.0000	0.2763
Unmitigated	0.0467	1.9100e-003	0.1655	1.0000e-005		9.1000e-004	9.1000e-004		9.1000e-004	9.1000e-004	0.0000	0.2697	0.2697	2.6000e-004	0.0000	0.2763

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	1.0000e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0406					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	5.0200e-003	1.9100e-003	0.1655	1.0000e-005		9.1000e-004	9.1000e-004		9.1000e-004	9.1000e-004	0.0000	0.2697	0.2697	2.6000e-004	0.0000	0.2763
Total	**0.0467**	**1.9100e-003**	**0.1655**	**1.0000e-005**		**9.1000e-004**	**9.1000e-004**		**9.1000e-004**	**9.1000e-004**	**0.0000**	**0.2697**	**0.2697**	**2.6000e-004**	**0.0000**	**0.2763**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	1.0000e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0406					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	5.0200e-003	1.9100e-003	0.1655	1.0000e-005		9.1000e-004	9.1000e-004		9.1000e-004	9.1000e-004	0.0000	0.2697	0.2697	2.6000e-004	0.0000	0.2763
Total	**0.0467**	**1.9100e-003**	**0.1655**	**1.0000e-005**		**9.1000e-004**	**9.1000e-004**		**9.1000e-004**	**9.1000e-004**	**0.0000**	**0.2697**	**0.2697**	**2.6000e-004**	**0.0000**	**0.2763**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	11.9576	0.0342	8.6000e-004	13.0696
Unmitigated	11.9576	0.0342	8.6000e-004	13.0696

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	1.04246 / 0.657206	11.9576	0.0342	8.6000e-004	13.0696
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**11.9576**	**0.0342**	**8.6000e-004**	**13.0696**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			

Apartments Low Rise	1.04246 / 0.657206	11.9576	0.0342	8.6000e-004	13.0696
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**11.9576**	**0.0342**	**8.6000e-004**	**13.0696**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	1.4940	0.0883	0.0000	3.7014
Unmitigated	1.4940	0.0883	0.0000	3.7014

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	7.36	1.4940	0.0883	0.0000	3.7014
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000

Total		**1.4940**	**0.0883**	**0.0000**	**3.7014**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	7.36	1.4940	0.0883	0.0000	3.7014
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Total		**1.4940**	**0.0883**	**0.0000**	**3.7014**

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

4575 Santa Monica Boulevard Future - Los Angeles-South Coast County, Winter

4575 Santa Monica Boulevard Future

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Low Rise	16.00	Dwelling Unit	0.12	11,187.00	46
Enclosed Parking with Elevator	8.00	Space	0.00	3,200.00	0

1.2 Other Project Characteristics

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

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Developer information

Construction Phase - Consultant assumptions

Demolition - City of Los Angeles ZIMAS database

Trips and VMT - Consultant assumptions

Woodstoves - Developer information

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

Table Name	Column Name	Default Value	New Value

tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	0.00	1,080.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	0.00	3,240.00
tblArchitecturalCoating	ConstArea_Parking	192.00	0.00
tblArchitecturalCoating	ConstArea_Residential_Exterior	7,551.00	0.00
tblArchitecturalCoating	ConstArea_Residential_Interior	22,654.00	0.00
tblAreaCoating	Area_Nonresidential_Exterior	0	1080
tblAreaCoating	Area_Nonresidential_Interior	0	3240
tblAreaCoating	Area_Parking	192	0
tblAreaCoating	Area_Residential_Exterior	7551	0
tblAreaCoating	Area_Residential_Interior	22654	0
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	46
tblConstructionPhase	NumDays	5.00	65.00
tblConstructionPhase	NumDays	100.00	348.00
tblConstructionPhase	NumDays	10.00	22.00
tblConstructionPhase	NumDays	1.00	20.00
tblConstructionPhase	PhaseEndDate	6/11/2020	6/30/2021
tblConstructionPhase	PhaseEndDate	6/4/2020	6/30/2021
tblConstructionPhase	PhaseEndDate	1/15/2020	1/31/2020
tblConstructionPhase	PhaseEndDate	1/16/2020	2/28/2020
tblConstructionPhase	PhaseStartDate	6/5/2020	4/1/2021
tblConstructionPhase	PhaseStartDate	1/17/2020	3/2/2020
tblConstructionPhase	PhaseStartDate	1/16/2020	2/3/2020
tblFireplaces	NumberGas	13.60	0.00
tblFireplaces	NumberNoFireplace	1.60	16.00
tblFireplaces	NumberWood	0.80	0.00
tblGrading	AcresOfGrading	10.00	0.50
tblLandUse	LandUseSquareFeet	16,000.00	11,187.00
tblLandUse	LotAcreage	1.00	0.12
tblLandUse	LotAcreage	0.07	0.00
tblTripsAndVMT	VendorTripNumber	2.00	10.00

tblTripsAndVMT	WorkerTripNumber	3.00	2.00
tblTripsAndVMT	WorkerTripNumber	13.00	10.00
tblWoodstoves	NumberCatalytic	0.80	0.00
tblWoodstoves	NumberNoncatalytic	0.80	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	0.9500	9.9521	8.0959	0.0150	0.2164	0.5284	0.7042	0.0481	0.4863	0.5344	0.0000	1,483.1692	1,483.1692	0.3782	0.0000	1,492.6250
2021	1.3911	10.5198	9.8039	0.0182	0.1982	0.5448	0.7429	0.0540	0.5088	0.5628	0.0000	1,780.6795	1,780.6795	0.3972	0.0000	1,790.6085
Maximum	**1.3911**	**10.5198**	**9.8039**	**0.0182**	**0.2164**	**0.5448**	**0.7429**	**0.0540**	**0.5088**	**0.5628**	**0.0000**	**1,780.6795**	**1,780.6795**	**0.3972**	**0.0000**	**1,790.6085**

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	0.9500	9.9521	8.0959	0.0150	0.1101	0.5284	0.6385	0.0320	0.4863	0.5183	0.0000	1,483.1692	1,483.1692	0.3782	0.0000	1,492.6250
2021	1.3911	10.5198	9.8039	0.0182	0.1235	0.5448	0.6683	0.0357	0.5088	0.5445	0.0000	1,780.6795	1,780.6795	0.3972	0.0000	1,790.6085
Maximum	**1.3911**	**10.5198**	**9.8039**	**0.0182**	**0.1235**	**0.5448**	**0.6683**	**0.0357**	**0.5088**	**0.5445**	**0.0000**	**1,780.6795**	**1,780.6795**	**0.3972**	**0.0000**	**1,790.6085**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**43.63**	**0.00**	**9.70**	**33.74**	**0.00**	**3.14**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.2683	0.0153	1.3237	7.0000e-005		7.3000e-003	7.3000e-003		7.3000e-003	7.3000e-003	0.0000	2.3786	2.3786	2.3100e-003	0.0000	2.4363
Energy	6.6700e-003	0.0570	0.0243	3.6000e-004		4.6100e-003	4.6100e-003		4.6100e-003	4.6100e-003		72.7984	72.7984	1.4000e-003	1.3300e-003	73.2310
Mobile	0.2160	1.0741	2.8950	0.0100	0.8324	8.7100e-003	0.8411	0.2228	8.1300e-003	0.2309		1,018.1501	1,018.1501	0.0553		1,019.5328
Total	**0.4909**	**1.1464**	**4.2430**	**0.0104**	**0.8324**	**0.0206**	**0.8531**	**0.2228**	**0.0200**	**0.2428**	**0.0000**	**1,093.3271**	**1,093.3271**	**0.0590**	**1.3300e-003**	**1,095.2001**

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	0.2683	0.0153	1.3237	7.0000e-005		7.3000e-003	7.3000e-003		7.3000e-003	7.3000e-003	0.0000	2.3786	2.3786	2.3100e-003	0.0000	2.4363
Energy	6.6700e-003	0.0570	0.0243	3.6000e-004		4.6100e-003	4.6100e-003		4.6100e-003	4.6100e-003		72.7984	72.7984	1.4000e-003	1.3300e-003	73.2310
Mobile	0.2160	1.0741	2.8950	0.0100	0.8324	8.7100e-003	0.8411	0.2228	8.1300e-003	0.2309		1,018.1501	1,018.1501	0.0553		1,019.5328
Total	**0.4909**	**1.1464**	**4.2430**	**0.0104**	**0.8324**	**0.0206**	**0.8531**	**0.2228**	**0.0200**	**0.2428**	**0.0000**	**1,093.3271**	**1,093.3271**	**0.0590**	**1.3300e-003**	**1,095.2001**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/2/2020	1/31/2020	5	22	
2	Site Preparation	Site Preparation	2/3/2020	2/28/2020	5	20	
3	Building Construction	Building Construction	3/2/2020	6/30/2021	5	348	
4	Architectural Coating	Architectural Coating	4/1/2021	6/30/2021	5	65	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 3,240; Non-Residential Outdoor: 1,080; Striped Parking Area: 0

OffRoad Equipment

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

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	1	2.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	10.00	10.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Demolition	4	10.00	0.00	10.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Replace Ground Cover

Water Exposed Area

Clean Paved Roads

3.2 Demolition - 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					0.0967	0.0000	0.0967	0.0146	0.0000	0.0146			0.0000			0.0000
Off-Road	0.8674	7.8729	7.6226	0.0120		0.4672	0.4672		0.4457	0.4457		1,147.2352	1,147.2352	0.2169		1,152.6578
Total	**0.8674**	**7.8729**	**7.6226**	**0.0120**	**0.0967**	**0.4672**	**0.5639**	**0.0146**	**0.4457**	**0.4603**		**1,147.2352**	**1,147.2352**	**0.2169**		**1,152.6578**

Unmitigated Construction Off-Site

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

Category	lb/day										lb/day					
Hauling	4.0700e-003	0.1324	0.0308	3.5000e-004	7.9500e-003	4.2000e-004	8.3700e-003	2.1800e-003	4.1000e-004	2.5800e-003		38.2316	38.2316	2.7400e-003		38.3002
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0511	0.0363	0.4010	1.1100e-003	0.1118	9.3000e-004	0.1127	0.0296	8.6000e-004	0.0305		110.7420	110.7420	3.4900e-003		110.8293
Total	**0.0552**	**0.1686**	**0.4318**	**1.4600e-003**	**0.1197**	**1.3500e-003**	**0.1211**	**0.0318**	**1.2700e-003**	**0.0331**		**148.9736**	**148.9736**	**6.2300e-003**		**149.1295**

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					0.0358	0.0000	0.0358	5.4200e-003	0.0000	5.4200e-003			0.0000			0.0000
Off-Road	0.8674	7.8729	7.6226	0.0120		0.4672	0.4672		0.4457	0.4457	0.0000	1,147.2352	1,147.2352	0.2169		1,152.6578
Total	**0.8674**	**7.8729**	**7.6226**	**0.0120**	**0.0358**	**0.4672**	**0.5030**	**5.4200e-003**	**0.4457**	**0.4511**	**0.0000**	**1,147.2352**	**1,147.2352**	**0.2169**		**1,152.6578**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	4.0700e-003	0.1324	0.0308	3.5000e-004	5.1800e-003	4.2000e-004	5.6100e-003	1.5000e-003	4.1000e-004	1.9100e-003		38.2316	38.2316	2.7400e-003		38.3002
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0511	0.0363	0.4010	1.1100e-003	0.0671	9.3000e-004	0.0680	0.0187	8.6000e-004	0.0195		110.7420	110.7420	3.4900e-003		110.8293

Total	**0.0552**	**0.1686**	**0.4318**	**1.4600e-003**	**0.0723**	**1.3500e-003**	**0.0736**	**0.0202**	**1.2700e-003**	**0.0214**		**148.9736**	**148.9736**	**6.2300e-003**		**149.1295**

3.3 Site Preparation - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0265	0.0000	0.0265	2.8600e-003	0.0000	2.8600e-003			0.0000			0.0000
Off-Road	0.6853	8.4307	4.0942	9.7400e-003		0.3353	0.3353		0.3085	0.3085		943.4872	943.4872	0.3051		951.1158
Total	**0.6853**	**8.4307**	**4.0942**	**9.7400e-003**	**0.0265**	**0.3353**	**0.3619**	**2.8600e-003**	**0.3085**	**0.3114**		**943.4872**	**943.4872**	**0.3051**		**951.1158**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0256	0.0181	0.2005	5.6000e-004	0.0559	4.7000e-004	0.0564	0.0148	4.3000e-004	0.0153		55.3710	55.3710	1.7500e-003		55.4147
Total	**0.0256**	**0.0181**	**0.2005**	**5.6000e-004**	**0.0559**	**4.7000e-004**	**0.0564**	**0.0148**	**4.3000e-004**	**0.0153**		**55.3710**	**55.3710**	**1.7500e-003**		**55.4147**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					9.8200e-003	0.0000	9.8200e-003	1.0600e-003	0.0000	1.0600e-003			0.0000			0.0000
Off-Road	0.6853	8.4307	4.0942	9.7400e-003		0.3353	0.3353		0.3085	0.3085	0.0000	943.4872	943.4872	0.3051		951.1158
Total	**0.6853**	**8.4307**	**4.0942**	**9.7400e-003**	**9.8200e-003**	**0.3353**	**0.3452**	**1.0600e-003**	**0.3085**	**0.3096**	**0.0000**	**943.4872**	**943.4872**	**0.3051**		**951.1158**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0256	0.0181	0.2005	5.6000e-004	0.0335	4.7000e-004	0.0340	9.3400e-003	4.3000e-004	9.7700e-003		55.3710	55.3710	1.7500e-003		55.4147
Total	**0.0256**	**0.0181**	**0.2005**	**5.6000e-004**	**0.0335**	**4.7000e-004**	**0.0340**	**9.3400e-003**	**4.3000e-004**	**9.7700e-003**		**55.3710**	**55.3710**	**1.7500e-003**		**55.4147**

3.4 Building Construction - 2020

Unmitigated Construction On-Site

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

Off-Road	0.8617	8.8523	7.3875	0.0114		0.5224	0.5224		0.4806	0.4806		1,102.9781	1,102.9781	0.3567		1,111.8962
Total	**0.8617**	**8.8523**	**7.3875**	**0.0114**		**0.5224**	**0.5224**		**0.4806**	**0.4806**		**1,102.9781**	**1,102.9781**	**0.3567**		**1,111.8962**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0372	1.0635	0.3074	2.5200e-003	0.0640	5.0900e-003	0.0691	0.0184	4.8700e-003	0.0233		269.4491	269.4491	0.0180		269.8995
Worker	0.0511	0.0363	0.4010	1.1100e-003	0.1118	9.3000e-004	0.1127	0.0296	8.6000e-004	0.0305		110.7420	110.7420	3.4900e-003		110.8293
Total	**0.0883**	**1.0998**	**0.7084**	**3.6300e-003**	**0.1758**	**6.0200e-003**	**0.1818**	**0.0481**	**5.7300e-003**	**0.0538**		**380.1911**	**380.1911**	**0.0215**		**380.7288**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8617	8.8523	7.3875	0.0114		0.5224	0.5224		0.4806	0.4806	0.0000	1,102.9781	1,102.9781	0.3567		1,111.8962
Total	**0.8617**	**8.8523**	**7.3875**	**0.0114**		**0.5224**	**0.5224**		**0.4806**	**0.4806**	**0.0000**	**1,102.9781**	**1,102.9781**	**0.3567**		**1,111.8962**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0372	1.0635	0.3074	2.5200e-003	0.0430	5.0900e-003	0.0481	0.0133	4.8700e-003	0.0182		269.4491	269.4491	0.0180		269.8995
Worker	0.0511	0.0363	0.4010	1.1100e-003	0.0671	9.3000e-004	0.0680	0.0187	8.6000e-004	0.0195		110.7420	110.7420	3.4900e-003		110.8293
Total	**0.0883**	**1.0998**	**0.7084**	**3.6300e-003**	**0.1101**	**6.0200e-003**	**0.1161**	**0.0320**	**5.7300e-003**	**0.0377**		**380.1911**	**380.1911**	**0.0215**		**380.7288**

3.4 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117		1,103.2158	1,103.2158	0.3568		1,112.1358
Total	**0.7750**	**7.9850**	**7.2637**	**0.0114**		**0.4475**	**0.4475**		**0.4117**	**0.4117**		**1,103.2158**	**1,103.2158**	**0.3568**		**1,112.1358**

Unmitigated Construction Off-Site

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

Category	lb/day											lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0319	0.9689	0.2808	2.5000e-003	0.0640	2.0500e-003	0.0661	0.0184	1.9600e-003	0.0204		267.3455	267.3455	0.0173		267.7770
Worker	0.0477	0.0326	0.3683	1.0800e-003	0.1118	9.0000e-004	0.1127	0.0296	8.3000e-004	0.0305		107.2251	107.2251	3.1600e-003		107.3040
Total	**0.0796**	**1.0015**	**0.6490**	**3.5800e-003**	**0.1758**	**2.9500e-003**	**0.1788**	**0.0481**	**2.7900e-003**	**0.0509**		**374.5706**	**374.5706**	**0.0204**		**375.0810**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7750	7.9850	7.2637	0.0114		0.4475	0.4475		0.4117	0.4117	0.0000	1,103.2158	1,103.2158	0.3568		1,112.1358
Total	**0.7750**	**7.9850**	**7.2637**	**0.0114**		**0.4475**	**0.4475**		**0.4117**	**0.4117**	**0.0000**	**1,103.2158**	**1,103.2158**	**0.3568**		**1,112.1358**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0319	0.9689	0.2808	2.5000e-003	0.0430	2.0500e-003	0.0451	0.0133	1.9600e-003	0.0152		267.3455	267.3455	0.0173		267.7770
Worker	0.0477	0.0326	0.3683	1.0800e-003	0.0671	9.0000e-004	0.0680	0.0187	8.3000e-004	0.0195		107.2251	107.2251	3.1600e-003		107.3040

Total	**0.0796**	**1.0015**	**0.6490**	**3.5800e-003**	**0.1101**	**2.9500e-003**	**0.1131**	**0.0320**	**2.7900e-003**	**0.0347**		**374.5706**	**374.5706**	**0.0204**		**375.0810**

3.5 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	0.3081					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
Total	**0.5270**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**		**281.4481**	**281.4481**	**0.0193**		**281.9309**

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	9.5400e-003	6.5200e-003	0.0737	2.2000e-004	0.0224	1.8000e-004	0.0225	5.9300e-003	1.7000e-004	6.1000e-003		21.4450	21.4450	6.3000e-004		21.4608
Total	**9.5400e-003**	**6.5200e-003**	**0.0737**	**2.2000e-004**	**0.0224**	**1.8000e-004**	**0.0225**	**5.9300e-003**	**1.7000e-004**	**6.1000e-003**		**21.4450**	**21.4450**	**6.3000e-004**		**21.4608**

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	0.3081					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
Total	**0.5270**	**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**

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	9.5400e-003	6.5200e-003	0.0737	2.2000e-004	0.0134	1.8000e-004	0.0136	3.7300e-003	1.7000e-004	3.9000e-003		21.4450	21.4450	6.3000e-004		21.4608
Total	**9.5400e-003**	**6.5200e-003**	**0.0737**	**2.2000e-004**	**0.0134**	**1.8000e-004**	**0.0136**	**3.7300e-003**	**1.7000e-004**	**3.9000e-003**		**21.4450**	**21.4450**	**6.3000e-004**		**21.4608**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.2160	1.0741	2.8950	0.0100	0.8324	8.7100e-003	0.8411	0.2228	8.1300e-003	0.2309		1,018.1501	1,018.1501	0.0553		1,019.5328
Unmitigated	0.2160	1.0741	2.8950	0.0100	0.8324	8.7100e-003	0.8411	0.2228	8.1300e-003	0.2309		1,018.1501	1,018.1501	0.0553		1,019.5328

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	105.44	114.56	97.12	360,695	360,695
Enclosed Parking with Elevator	0.00	0.00	0.00		
Total	105.44	114.56	97.12	360,695	360,695

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	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

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

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	6.6700e-003	0.0570	0.0243	3.6000e-004		4.6100e-003	4.6100e-003		4.6100e-003	4.6100e-003		72.7984	72.7984	1.4000e-003	1.3300e-003	73.2310
NaturalGas Unmitigated	6.6700e-003	0.0570	0.0243	3.6000e-004		4.6100e-003	4.6100e-003		4.6100e-003	4.6100e-003		72.7984	72.7984	1.4000e-003	1.3300e-003	73.2310

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	618.787	6.6700e-003	0.0570	0.0243	3.6000e-004		4.6100e-003	4.6100e-003		4.6100e-003	4.6100e-003		72.7984	72.7984	1.4000e-003	1.3300e-003	73.2310
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**6.6700e-003**	**0.0570**	**0.0243**	**3.6000e-004**		**4.6100e-003**	**4.6100e-003**		**4.6100e-003**	**4.6100e-003**		**72.7984**	**72.7984**	**1.4000e-003**	**1.3300e-003**	**73.2310**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	0.618787	6.6700e-003	0.0570	0.0243	3.6000e-004		4.6100e-003	4.6100e-003		4.6100e-003	4.6100e-003		72.7984	72.7984	1.4000e-003	1.3300e-003	73.2310
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**6.6700e-003**	**0.0570**	**0.0243**	**3.6000e-004**		**4.6100e-003**	**4.6100e-003**		**4.6100e-003**	**4.6100e-003**		**72.7984**	**72.7984**	**1.4000e-003**	**1.3300e-003**	**73.2310**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.2683	0.0153	1.3237	7.0000e-005		7.3000e-003	7.3000e-003		7.3000e-003	7.3000e-003	0.0000	2.3786	2.3786	2.3100e-003	0.0000	2.4363
Unmitigated	0.2683	0.0153	1.3237	7.0000e-005		7.3000e-003	7.3000e-003		7.3000e-003	7.3000e-003	0.0000	2.3786	2.3786	2.3100e-003	0.0000	2.4363

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	5.4900e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2226					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0402	0.0153	1.3237	7.0000e-005		7.3000e-003	7.3000e-003		7.3000e-003	7.3000e-003		2.3786	2.3786	2.3100e-003		2.4363
Total	**0.2683**	**0.0153**	**1.3237**	**7.0000e-005**		**7.3000e-003**	**7.3000e-003**		**7.3000e-003**	**7.3000e-003**	**0.0000**	**2.3786**	**2.3786**	**2.3100e-003**	**0.0000**	**2.4363**

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	5.4900e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2226					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0402	0.0153	1.3237	7.0000e-005		7.3000e-003	7.3000e-003		7.3000e-003	7.3000e-003		2.3786	2.3786	2.3100e-003		2.4363
Total	**0.2683**	**0.0153**	**1.3237**	**7.0000e-005**		**7.3000e-003**	**7.3000e-003**		**7.3000e-003**	**7.3000e-003**	**0.0000**	**2.3786**	**2.3786**	**2.3100e-003**	**0.0000**	**2.4363**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

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Experience

- Industry leader with 30 years of CEQA environmental planning and analysis services in the public and private sectors.
- Prepared over 1,000 air quality, climate change, noise, vibration, and traffic and circulation studies.
- Policy and technical leadership positions throughout Northern and Southern California.

Air Quality

- Planning and CEQA lead for the South Coast Air Quality Management District
- Planning and CEQA lead for the Monterey Bay Unified Air Pollution Control District
- Lead author for CEQA Air Quality Guidelines for two air pollution districts, including landmark SCAQMD Air Quality Handbook
- Peer review panel member for CAPCOA development of statewide air quality model
- EMFAC, URBEMIS, CalEEMod, CALINE, AERMOD air quality modeling expertise
- Director for air quality planning and analysis for two consulting firms
- Lead for federal transportation and general air quality conformity rules for two air pollution districts
- CEQA intergovernmental review lead for air quality analyses for air pollution districts
- Principal overseeing traffic, air quality, noise/vibration, and climate change analyses
- Chair, Southern California Mobile Source Air Pollution Control District
- Policy Advisor, South Coast Air Quality Management District
- Board Member, Bay Area Air Quality Management District Governing Board
- Chair, Bay Area Air Quality Management District Legislative Committee

Noise and Vibration

- Prepared over 400 noise and vibration analyses in Southern and Northern California.
- Oversaw major CEQA noise analyses, including Sacramento Area Council of Governments transportation plan and Culver City General Plan updates
- Preparing noise analyses for Soutern California Assocation of Governments 2020 Regional Transportation Plan EIR
- Federal Highway Administration Traffic Noise Model, SoundPLAN modeling expertise
- CEQA intergovernmental review lead for noise analyses for air pollution districts

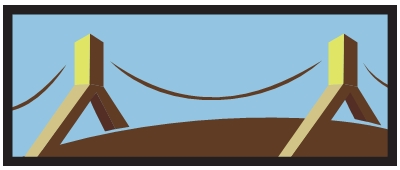
Education

University of California, Berkeley

BA, Economics, City and Regional Planning

4575 SANTA MONICA BOULEVARD PROJECT

Noise and Vibration Technical Report



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September 2019

Noise Analysis

1. Introduction

This section evaluates noise and vibration impacts that would be generated by construction and operation of the Proposed Project at 4575 Santa Monica Boulevard. The analysis compares these impacts to applicable regulations and thresholds of significance.

2. Environmental Setting

a) Fundamentals of Noise and Vibration

(1) Introduction to Noise

(a) Characteristics of Sound

Sound can be described in terms of its loudness (amplitude) and frequency (pitch). The standard unit of measurement for sound is the decibel (i.e., dB). Because the human ear is not equally sensitive to sound at all frequencies, the A-weighted scale (dBA) is used to reflect the normal hearing sensitivity range. On this scale, the range of human hearing extends from 3 to 140 dBA. **Table 1** provides examples of A-weighted noise levels from common sources.

Table 1
A-Weighted Decibel Scale

Typical A-Weighted Sound Levels	Sound Level (dBA L_{eq})
Near Jet Engine	130
Rock and Roll Band	110
Jet flyover at 1,000 feet	100
Power Motor	90
Food Blender	80
Living Room Music	70
Human Voice at 3 feet	60
Residential Air Conditioner at 50 feet	50
Bird Calls	40
Quiet Living Room	30
Average Whisper	20
Rustling Leaves	10
Source: Cowan, James P., Handbook of Environmental Acoustics, 1993. *These noise levels are approximations intended for general reference and informational use.*	

(b) Noise Definitions

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

Equivalent Noise Level (L_{eq}): L_{eq} represents the average noise level on an energy basis for a specific time period. Average noise level is based on the energy content (acoustic energy) of sound. For example, the L_{eq} for one hour is the energy average noise level during that hour. L_{eq} can be thought of as a continuous noise level of a certain period equivalent in energy content to a fluctuating noise level of that same period. L_{eq} is expressed in units of dBA.

Maximum Noise Level (L_{max}): L_{max} represents the maximum instantaneous noise level measured during a given time period.

Community Noise Equivalent Level (CNEL): CNEL is an adjusted noise measurement scale of average sound level during a 24-hour period. Due to increased noise sensitivities during evening and night hours, human reaction to sound between 7:00 P.M. and 10:00 P.M. is as if it were actually 5 dBA higher than had it occurred between 7:00 A.M. and 7:00 P.M. From 10:00 P.M. to 7:00 A.M., humans perceive sound as if it were 10 dBA higher. To account for these sensitivities, CNEL figures are obtained by adding an additional 5 dBA to evening noise levels between 7:00 P.M. and 10:00 P.M. and 10 dBA to nighttime noise levels between 10:00 P.M. and 7:00 A.M. As such, 24-hour CNEL figures are always higher than their corresponding actual 24-hour averages.

(c) Effects of Noise

The degree to which noise can impact an environment ranges from levels that interfere with speech and sleep to levels that can cause adverse health effects. Most human response to noise is subjective. Factors that influence individual responses include the intensity, frequency, and pattern of noise; the amount of background noise present; and the nature of work or human activity exposed to intruding noise. According to the National Institute of Health (NIH), extended or repeated exposure to sounds at or above 85 dB can cause hearing loss. Sounds of 75 dBA or less, even after continuous exposure, are unlikely to cause hearing loss.[1] The World Health Organization (WHO) reports that adults should not be exposed to sudden "impulse" noise events of 140 dB or greater. For children, this limit is 120 dB.[2]

Exposure to elevated nighttime noise levels can disrupt sleep, leading to increased levels of fatigue and decreased work or school performance. For the preservation of healthy sleeping environments, the WHO recommends that continuous interior noise levels not exceed 30 dBA,

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

2 World Health Organization, Guidelines for Community Noise, 1999.

L_{eq} and that individual noise events of 45 dBA or higher be limited.[3] Assuming a conservative exterior to interior sound reduction of 15 dBA, continuous exterior noise levels should therefore not exceed 45 dBA L_{eq}. Individual exterior events of 60 dBA or higher should also be limited. Some epidemiological studies have shown a weak association between long-term exposure to noise levels of 65 to 70 dBA, L_{eq} and cardiovascular effects, including ischaemic heart disease and hypertension. However, at this time, the relationship is largely inconclusive.

People with normal hearing sensitivity can recognize small perceptible changes in sound levels of approximately 3 dBA. Changes of at least 5 dBA can be readily noticeable and may cause community reactions. Sound level increases of 10 dBA or greater are perceived as a doubling in loudness and can provoke a community response.[4] However, few people are highly annoyed by noise levels below 55 dBA L_{eq}.[5]

(d) Noise Attenuation

Noise levels decrease as the distance from noise sources to receivers increases. For each doubling of distance, noise from stationary sources, commonly referred to as "point sources," can decrease by approximately 6 dBA over hard surfaces (e.g., reflective surfaces such as parking lots) and 7.5 dBA over soft surfaces (e.g., absorptive surfaces such as soft dirt and grass). For example, if a point source produces a noise level of 89 dBA at a reference distance of 50 feet and over an asphalt surface, its noise level would be approximately 83 dBA at a distance of 100 feet, 77 dBA at 200 feet. Noises generated by "line" sources such as roadways decrease by 3 dBA over hard surfaces and 4.5 dBA over soft surfaces for each doubling of distance.

Noise is most audible when traveling by direct line of sight, an unobstructed visual path between noise source and receptor. Barriers that break line of sight between sources and receivers, such as walls and buildings, can greatly reduce source noise levels by allowing noise to reach receivers by diffraction only. As a result, sound barriers can generally reduce noise levels by up to 15 dBA.[6] The effectiveness of barriers can be greatly reduced when they are not high or long enough to completely break line of sight from sources to receivers. It should be noted that because decibels are logarithmic units, they cannot just be added or subtracted. For example, two cars each producing 60 dBA of noise would not produce a combined 120 dBA.

(2) Introduction to Vibration

(a) Characteristics of Vibration

3 Ibid.

4 Federal Transit Administration, Transit Noise and Vibration Impact Assessment, 2006.

5 World Health Organization, Guidelines for Community Noise, 1999.

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

Vibration is an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, and acceleration. Unlike noise, vibration is not a common environmental problem, as it is unusual for vibration from vehicle sources to be perceptible. Common sources of vibration include trains, construction activities, and certain industrial operations.

(b) Effects of Vibration

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

Unlike noise, groundborne vibration is not an environmental issue that most people experience every day. Background vibration levels in residential areas are usually well below the threshold of perception for humans, approximately 0.01 inch per second.[7] Perceptible indoor vibrations are most often caused by sources within buildings themselves, such as slamming doors or heavy footsteps. Common outdoor sources of groundborne vibration include construction equipment, trains, and traffic on rough or unpaved roads. Traffic vibration from smooth and well-maintained roads is typically not perceptible.

(c) Vibration Definitions

This analysis discusses vibration in terms of Peak Particle Velocity (PPV), which is commonly used to quantify vibration impacts to buildings and other structures. PPV levels represent the maximum instantaneous peak of a vibration signal and are measured in inches per second.[8]

b) Regulatory Framework

(1) Noise

(a) Federal

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

(b) State

2017 General Plan Guidelines

7 Ibid.

8 Federal Transit Administration (FTA), Transit Noise and Vibration Impact Assessment Manual, 2018.

The State's 2017 General Plan Guidelines establish county and city standards for acceptable exterior noise levels based on land use. These standards are incorporated into land use planning processes to prevent or reduce noise and land use incompatibilities from the long-term operation of land uses and is not applicable to short-term impacts of constructing such land uses. **Table 2** illustrates State compatibility considerations between various land uses and exterior noise levels.

Table 2
State of California Noise/Land Use Compatibility Matrix

Land Use Compatibility	Community Noise Exposure (dBA, CNEL)							
	<	55	60	65	70	75	80	>
Residential – Low Density Single-Family, Duplex Mobile Homes	NA							
		CA						
					NU			
						CU		
Residential – Multi-Family	NA							
			CA					
					NU			
						CU		
Transient Lodging – Motels, Hotels	NA							
			CA					
					NU			
							CU	
Schools, Libraries, Churches, Hospitals, Nursing Homes	NA							
			CA					
					NU			
							CU	
	CA							
				CU				
Sports Arenas, Outdoor Spectator Sports								
	CA							
					CU			
Playgrounds, Neighborhood Parks	NA							
				NU				
						CU		
Golf Courses, Riding Stables, Water Recreation, Cemeteries	NA							
				NU				
								CU
Office Buildings, Business Commercial and Professional	NA							
				CA				
						NU		
Industrial, Manufacturing, Utilities, Agriculture	NA							
				CA				
						NU		

NA = Normally Acceptable - Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.

CA = Conditionally Acceptable - New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply system or air conditioning will normally suffice.

NU = Normally Unacceptable - New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

CU = Clearly Unacceptable - New construction or development should generally not be undertaken.

Source: California Office of Planning and Research, General Plan Guidelines - Noise Element Guidelines (Appendix D), Figure 2, 2017.

California Government Code Section 65302 also requires each county and city to prepare and adopt a comprehensive long-range general plan for its physical development. Section 65302(f) requires a noise element to be included in the general plan. This noise element must identify and appraise noise problems in the community, recognize Office of Noise Control guidelines, and analyze and quantify current and projected noise levels.

The State has also established noise insulation standards for new multi-family residential units, hotels, and motels that are subject to relatively high levels of noise from transportation. The noise insulation standards, collectively referred to as the California Noise Insulation Standards (Title 24, California Code of Regulations) set forth an interior standard of 45 dBA CNEL for habitable rooms. The standards require an acoustical analysis which indicates that dwelling units meet this interior standard where such units are proposed in areas subject to exterior noise levels greater than 60 dBA CNEL. Local jurisdictions typically enforce the California Noise Insulation Standards through the building permit application process.

(c) City of Los Angeles

General Plan Noise Element

The City of Los Angeles General Plan includes a Noise Element that includes policies and standards in order to guide the control of noise to protect residents, workers, and visitors. Its primary goal is to regulate long-term noise impacts to preserve acceptable noise environments for all types of land uses. There are also references to programs applicable to construction projects that call for protection of noise sensitive uses and use of best practices to minimize short-term noise impacts. However, the Noise Element contains no quantitative or other thresholds of significance for evaluating a project's noise or vibration impacts. Instead, it adopts the State's guidance on noise and land use compatibility, shown in **Table 2** above, "to help guide determination of appropriate land use and mitigation measures vis-à-vis existing or anticipated ambient noise levels."

Los Angeles Municipal Code

The City of Los Angeles Municipal Code (LAMC) contains regulations that would regulate noise from the Project's temporary construction activities.

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

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

(a) No person shall, between the hours of 9:00 P.M. and 7:00 A.M. of the following day, perform any construction or repair work of any kind upon, or any excavating for, any building or structure, where any of the foregoing entails the use of any power drive drill, riveting machine excavator or any other machine, tool, device or equipment which makes loud noises to the disturbance of persons occupying sleeping quarters in any dwelling hotel or apartment or other place of residence. In addition, the operation, repair or servicing of construction equipment and the job-site delivering of construction materials in such areas shall be prohibited during the hours herein specified. Any person who knowingly and willfully violates the foregoing provision shall be deemed guilty of a misdemeanor punishable as elsewhere provided in this Code.

(c) No person, other than an individual homeowner engaged in the repair or construction of his single-family dwelling shall perform any construction or repair work of any kind upon, or any earth grading for, any building or structure located on land developed with residential buildings under the provisions of Chapter I of this Code, or perform such work within 500 feet of land so occupied, before 8:00 A.M. or after 6:00 P.M. on any Saturday or national holiday nor at any time on any Sunday. In addition, the operation, repair, or servicing of construction equipment and the job-site delivering of construction materials in such areas shall be prohibited on Saturdays and on Sundays during the hours herein specific…

Section 112.05 of the LAMC establishes noise limits for powered equipment and hand tools operated in a residential zone or within 500 feet of any residential zone. Of particular importance to construction activities is subdivision (a), which institutes a maximum noise limit of 75 dBA as measured at a distance of 50 feet from the activity for the types of construction vehicles and equipment that would likely be used in the construction of the Project.

SEC. 112.05. MAXIMUM NOISE LEVEL OF POWERED EQUIPMENT OR POWERED HAND TOOLS

Between the hours of 7:00 A.M. and 10:00 P.M., in any residential zone of the City or within 500 feet thereof, no person shall operate or cause to be operated any powered equipment or powered hand tool that produces a maximum noise level exceeding the following noise limits at a distance of 50 feet therefrom:

(a) 75 dBA for construction, industrial, and agricultural machinery including crawler-tractors, dozers, rotary drills and augers, loaders, power shovels, cranes, derricks, motor graders, paving machines, off-highway trucks, ditchers, trenchers, compactors, scrapers, wagons, pavement breakers, compressors and pneumatic or other powered equipment;

(b) 75 dBA for powered equipment of 20 HP or less intended for infrequent use in residential areas, including chain saws, log chippers and powered hand tools;

(c) 65 dBA for powered equipment intended for repetitive use in residential areas, including lawn mowers, backpack blowers, small lawn and garden tools and riding tractors.

Said noise limitations shall not apply where compliance therewith is technically infeasible. The burden of proving that compliance is technically infeasible shall be upon the person or persons charged with a violation of this section. Technical infeasibility shall mean that said noise limitations cannot be complied with despite the use of mufflers, shields, sound barriers and/or other noise reduction device or techniques during the operation of the equipment.

In addition, the LAMC regulates long-term operations of land uses, including but not limited to the following regulations.

Section 111.02 discusses the measurement procedure and criteria regarding the sound level of "offending" noise sources. A noise source causing a 5 dBA increase over the existing average ambient noise levels of an adjacent property is considered to create a noise violation. However, Section 111.02(b) provides a 5 dBA allowance for noise sources lasting more than five but less than 15 minutes in any 1-hour period, and a 10 dBA allowance for noise sources causing noise lasting 5 minutes or less in any 1-hour period. In accordance with these regulations, a noise level increase from certain city-regulated noise sources of five dBA over the existing or presumed ambient noise level at an adjacent property is considered a violation.

Section 112.01 of the LAMC would prohibit any amplified noises, especially those from outdoor sources (e.g., outdoor speakers, stereo systems) from exceeding the ambient noise levels of adjacent properties by more than 5 dBA. Any amplified noises would also be prohibited from being audible at any distance greater than 150 feet from the Project's property line, as the Project is located within 500 feet of residential zones.

SEC.112.01. RADIOS, TELEVISION SETS, AND SIMILAR DEVICES

(a) It shall be unlawful for any person within any zone of the City to use or operate any radio, musical instrument, phonograph, television receiver, or other machine or device for the producing, reproducing or amplification of the human voice, music, or any other sound, in such a manner, as to disturb the peace, quiet, and comfort of neighbor occupants or any reasonable person residing or working in the area.

(b) Any noise level caused by such use or operation which is audible to the human ear at a distance in excess of 150 feet from the property line of the noise source, within any residential zone of the City or within 500 feet thereof, shall be a violation of the provisions of this section.

(c) Any noise level caused by such use or operation which exceeds the ambient noise level on the premises of any other occupied property, or if a condominium, apartment house, duplex, or attached business, within any adjoining unit, by more than five (5) decibels shall be a violation of the provisions of this section.

Section 112.02 would prevent Project heating, ventilation, and air conditioning (HVAC) systems and other mechanical equipment from elevating ambient noise levels at neighboring residences by more than 5 dBA.

> *SEC.112.02. AIR CONDITIONING, REFRIGERATION, HEATING, PLUMBING, FILTERING EQUIPMENT*
>
> *(a) It shall be unlawful for any person, within any zone of the city, to operate any air conditioning, refrigeration or heating equipment for any residence or other structure or to operate any pumping, filtering or heating equipment for any pool or reservoir in such manner as to create any noise which would cause the noise level on the premises of any other occupied property … to exceed the ambient noise level by more than five decibels.*

The LAMC also provides regulations regarding vehicle-related noise, including Sections 114.02, 114.03, and 114.06. Section 114.02 prohibits the operation of any motor driven vehicles upon any property within the City in a manner that would cause the noise level on the premises of any occupied residential property to exceed the ambient noise level by more than 5 dBA. Section 114.03 prohibits loading and unloading causing any impulsive sound, raucous or unnecessary noise within 200 feet of any residential building between the hours of 10 P.M. and 7 A.M. Section 114.06 requires vehicle theft alarm systems to be silenced within five minutes.

L.A. CEQA Thresholds Guide

The City of Los Angeles has adopted the L.A. CEQA Thresholds Guide to provide "citywide guidance for CEQA impact analysis" for projects developed "under normal circumstances[.]"[9] The L.A. CEQA Thresholds Guide "recognizes that the impacts resulting from a particular action depend on the project setting, design and operational components and that the determination of significance and the appropriate criteria for evaluation are the responsibility of the lead agency."[10]

The L.A. CEQA Threshold Guide's standard construction noise threshold of significance normally considers an impact significant if construction activities lasting more than one day would exceed existing ambient exterior noise levels by 10 dBA or more at a noise sensitive use, or if construction activities lasting longer than 10 days in a three month period would exceed existing ambient exterior noise levels by 5 dBA or more at a noise sensitive use.

Based on a fact-specific consideration of the Proposed Project's setting, design and operational components, the standard construction noise threshold of significance is inappropriate. The Proposed Project is located within the C2 Zone, which is one of the City's least strictive zones other than the C5, Public Facility and Manufacturing zones.[11] The Proposed Project is located on Santa Monica Boulevard, which is an arterial street designated Modified Avenue I – one of the City's highest-intensity street designations below Boulevard I, II and III. Two major bus routes

9 L.A. CEQA Thresholds Guide, page vii.

10 L.A. CEQA Thresholds Guide, page viii.

11 LAMC 12.04.

travel in front of the Proposed Site on Santa Monica Boulevard, including the Metro lines 4 and Rapid 704. The Project Site is located approximately 1,000 feet from the Metro Red Line Vermont/Santa Monica portal. Nearby uses include a Bureau of Street Lighting maintenance lot regularly utilizing large City vehicles, auto repair and multi-family dwellings. The vicinity of the Project Site is characterized by highly urbanized uses that are not representative of "normal" conditions in the City, the over two thirds of which is designated for low-density residential uses or open space.

Instead of the normal threshold of significance in the L.A. CEQA Thresholds Guide, for in-fill development in highly-urbanized settings, the City has typically compared noise impacts to the standards in the Noise Ordinance as a threshold of significance. The purpose of the City's Noise Ordinance is to regulate sources of offensive or nuisance noises that would be injurious to the public welfare, including heightened limitations for noise sources within 500 feet of residential uses. Therefore, the purpose and content of the Noise Ordinance is consistent with the purpose of CEQA review to consider noise impacts on the environment including sensitive receptors such as residences.

(2) Vibration

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

(a) Federal

Federal Transit Administration (FTA)

Though not regulatory in nature, the FTA has established vibration impact criteria for buildings and other structures, as potential building and structural damages are the generally the foremost concern when evaluating the impacts of construction-related vibrations. **Table 3** summarizes the FTA's vibration guidelines for building and structural damage.

Table 3
FTA Construction Vibration Damage Criteria

Building Category	PPV (in/sec)
I. Reinforced concrete, steel or timber (no plaster)	0.5
II. Engineered concrete and masonry (no plaster)	0.3
III. Non-engineered timber and masonry buildings	0.2
IV. Buildings extremely susceptible to vibration damage	0.12
Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, 2018.	

(b) State

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

(c) City of Los Angeles

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

c) Existing Conditions

(1) Noise-Sensitive Receptors

Land uses sensitive to noise may include residences, transient lodgings, schools, libraries, churches, hospitals, nursing homes, auditoriums, concert halls, amphitheaters, playgrounds, and parks. Local receptors mainly include residences and some institutional land uses such as schools and churches.

The Project Site is located in the Hollywood Community Plan area of Los Angeles, a mixed neighborhood with multi-family residences and commercial and retail uses. As a result, representative sensitive receptors within 1,000 feet of the Project Site include but are not limited to the following:

- Multi-family residences, 1119 Lyman Place; 20 feet north of the Project site.
- Cahuenga Branch Library, 4591 Santa Monica Boulevard; 25 feet west of the Project site.
- Multi-family residences, 1107 Madison Avenue; 230 feet west of the Project site.
- Lexington Avenue Primary Center School, 4564 West Lexington Avenue; 380 feet north of the Project site.
- Lockwood Avenue Elementary School, 4345 Lockwood Avenue; 500 feet south of the Project site.
- Virgil Rehabilitation and Skilled Nursing Center, 975 North Virgil Avenue; 530 feet south of the Project site.

(2) Existing Ambient Noise Levels

The Project Site is currently occupied by two buildings totaling 2,160 square feet of auto body uses. The majority of noise generated by the facility would be from the 51 daily vehicle trips that travel to and from the existing auto body facility.[12] Additional noise is generated by operations of the auto body and finishing facility that are enclosed on three sides but include an open doors

[12] DKA Planning based on CalEEMod 2016.3.2 model runs, September 2019.

that face to the north and south toward each other.

(3) Existing Groundborne Vibration Levels

On Santa Monica Boulevard, there was perceptible groundborne vibration from occasional transit buses and large trucks travelling on this major arterial. However, groundborne vibration levels surrounding the Project site are generally imperceptible, suggesting that groundborne vibration levels are typically below the 0.01 inches per second threshold of perception for humans.

3. Project Impacts

a) Methodology

(1) On-Site Construction Activities

The Project's construction noise impact associated with its on-site construction activities was determined by identifying the maximum L_{max} source noise levels of the Project's potential construction equipment at a reference distance of 50 feet and comparing them to the 75 dBA at 50 feet standard set by Section 112.05 of the LAMC, as the Project is located within 500 feet of residential zones. Noise levels were then conservatively adjusted to account for standard, industry-wide best practice noise management techniques or features that would be employed during the Project's construction.

Incremental noise increases at nearby sensitive receptors were estimated using logarithmic methodologies that consider reference equipment noise levels, noise management techniques, distance to receptors, and any attenuating features. The distance from construction equipment noise sources (e.g., engines and tailpipes) assume that vehicles would not be capable of operating directly where the Project's property line abuts adjacent structures. These vehicles would retain some setback to preserve maneuverability, in addition to operating at reduced power and intensity to maintain precision at these locations. Reference equipment noise levels were obtained from the Federal Highway Administration's Roadway Construction Noise Model, version 1.1 (FHWA RCNM 1.1).

(2) Off-Site Construction Activities – Haul Trucks

The Project's off-site construction noise impact from haul trucks was analyzed by considering the Project's estimated haul truck usage with existing traffic and roadway noise levels along the Project's anticipated haul route. Because it takes a doubling of traffic volumes on a roadway to generate the increased sound energy it takes to elevate ambient noise levels by 3 dBA, the analysis focused on whether truck traffic would double traffic volumes on key roadways to be used for hauling soils to and/or from the Project Site during construction activities. Because haul trucks have a larger roadway capacity than traditional passenger vehicles, a 2.0 passenger car equivalency (PCE) was used to convert haul truck trips to an equivalent number of passenger

vehicles.[13] It should be noted that because an official haul route has not been approved as of the preparation of this analysis, assumptions were made about logical routes that would minimize haul truck traffic on local streets in favor of major arterials that can access regional-serving freeways.

(3) On-Site Operational Noise Sources

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

Noise generated by HVAC equipment was evaluated using typical maximum HVAC equipment noise levels.

(4) Off-Site Operational Project Traffic Noise Sources

The Project's off-site noise impact from Project-related traffic was evaluated based its potential to increase traffic volumes on local roadways that serve the Project site. Because it takes a doubling of traffic volumes on a roadway to generate the increased sound energy it takes to elevate ambient noise levels by 3 dBA, the analysis focused on whether auto trips generated by the Proposed Project would double traffic volumes on key roadways to be used to access the Project site.

(5) Construction Vibration Sources

The Project's potential to generate damaging levels of groundborne vibration was analyzed by identifying construction vibration sources and estimating the maximum vibration levels that they could produce at nearby buildings, all based on principles and guidelines recommended by the FTA in its 2018 Transit Noise and Vibration Impact Assessment manual. Vibration levels were then compared with the manual's suggested damage criteria for various types of building categories.

(6) Operational Vibration Sources

Significant sources of operational vibration are generally limited to heavy equipment or industrial operations. The Project proposes a total of 16 residences, none of which would generate operational vibration of any note. The Project would be accessed mostly by passenger vehicles that would not be capable of generating substantial groundborne vibrations.

[13] Transportation Research Board, Transportation Circular No. 212 and Exhibit 12-25 of Highway Capacity manual, 6th Edition.

b) Thresholds of Significance

The State's CEQA Guidelines provides an exemption from further environmental analysis (Class 32) for infill development of any type that meets certain criteria. The City of Los Angeles has provided further guidance on Class 32 Categorical Exemptions for infill projects.[14] This analysis evaluates the Project's impacts against three noise-related criteria required to be met to qualify for a Class 32 categorical exemption from CEQA requirements:

1. The project is an environmentally benign infill project that is consistent with the General Plan and Zoning requirements.
2. The project and successive projects of the same type in the same place will not result in cumulative impacts;
3. There are no unusual circumstances creating the reasonable possibility of significant effects.

c) Analysis of Project Impacts

Criterion 1: The project is an environmentally benign infill project that is consistent with the General Plan and Zoning requirements.

The Project is environmentally benign, designed and built to support and promote environmental sustainability policies, incorporating stringent building requirements imposed by both the State and the City. It is also an infill project that would add needed housing in a designated High Quality Transit Area (HQTA), as designated by the Southern California Association of Governments (SCAG). HQTAs are a cornerstone of land use planning best practices in the SCAG region because they concentrate roadway repair investments, leverage transit and active transportation investments, reduce regional life cycle infrastructure costs, improve accessibility, create local jobs, and have the potential to improve public health and housing affordability. HQTAs are expected to be the location of environmentally-benign infill projects, accommodating 46 percent and 55 percent of future household and employment growth respectively on just three percent of the region's land between 2012 and 2040.[15] The 2016–2040 RTP/SCS' land use patterns reinforce focusing housing and employment growth in these HQTAs.

The Project Site's location in the Hollywood Community Plan Area in the Los Angeles Mid-City – West Side Communities HQTA will help reduce traffic impacts from the proposed residences.[16]

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[14] City of Los Angeles, Special Requirement Criteria: Infill Development Projects – Class 32 Categorical Exemption (CP-7828), July 23, 2018

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

[16] Southern California Association of Governments, Sustainability Program homepage, accessed August 21, 2019 http://sustain.scag.ca.gov/Documents/HQTA/Maps/LA_MidCityWestsidescagHQTAeligible.pdf

The Project's proximity to public transportation would reduce vehicle miles traveled for future residents of the Proposed Project. These transit services include Metro local bus route 4 on Santa Monica Boulevard and Metro Rail Red Line station at Vermont Avenue to the west. The Project would also promote bicycle transportation by providing ten bicycle parking spaces, pursuant to LAMC section 12.21 A.4. The area scores 90/100 and is considered "Very Walkable."

The Proposed Project's consistency with General Plan and Zoning requirements is judged based on three key factors:

A. Land use consistency with General Plan and Zoning Requirements
B. Consistency of construction impacts with the Municipal Code
C. Consistency of operations impacts with the Municipal Code

A. Land Use Consistency with General Plan and Zoning Requirements

The Project would be consistent with the City's General Plan and the Community Plan. Specifically, the Project's residential growth would fall well within the growth forecasts for the City. Based on a household size factor of 2.43 persons per household in the City in 2017, the Project is estimated to generate a residential population of 39 persons at full buildout, which would represent approximately 0.007 percent of the population growth forecasted by SCAG in the City of Los Angeles between 2017 and 2040. Because the Project's resulting residential growth would fall well within the growth forecasts for the City, it can be concluded that the Project would be consistent with the General Plan.

The Project Site is classified as "Highway Oriented Commercial" in the General Plan Framework and the Community Plan, a classification that allows residential uses proposed by the Project. As such, the Project would be consistent with the City's General Plan's land use policies as well as the population growth associated with this Proposed Project.

B. Consistency of Construction Impacts with the Municipal Code

Construction of the Proposed Project would be consistent with the Municipal Code's requirements during on-site activities (construction) and off-site activities (soils hauling, truck deliveries, worker travel).

(1) Consistency with Municipal Code: On-Site Construction

The Project's on-site impacts from construction would be consistent with the City's municipal code requirements governing noise. Based on guidelines from the City of Los Angeles City Department of Planning, any on-site construction noise impact would be considered significant if:

- Construction noise would exceed the 75 dBA at 50 feet maximum noise level limit for powered equipment established by Section 112.05 of the LAMC. This regulation applies to the on-site operations of powered construction equipment and not to road-legal trucks operating on public rights-of-way;

Proposed construction would generate noise during the 14 months of demolition, site preparation, building construction, and application of architectural coatings. Noise-generating activities could occur between 7:00 A.M. and 9:00 P.M. Monday through Friday, in accordance with LAMC Section 41.40(a). On Saturdays, construction would be permitted to occur between 8:00 A.M. and 6:00 P.M. The Project would require heavy equipment such as excavators, loaders, and other earthmoving vehicles. Smaller equipment such as forklifts, generators, and powered hand tools would also be utilized.

Compliance with LAMC Section 112.05 would ultimately limit noise levels from powered construction equipment to 75 dBA or below at 50 feet, as the Project site is within 500 feet of residential zones. Standard, industry-wide best practices for construction in urban or otherwise noise-sensitive areas would ensure that construction noise does not exceed this noise limit. These generally include erecting temporary noise barriers around the Project's perimeter, using mufflers to dampen noise from internal combustion engines, and warming-up or staging equipment away from sensitive receptors (consistent with General Plan Noise Element Program P11). As discussed earlier, LAMC Section 112.05 is used as a threshold of significance for construction noise for this type of in-fill development, as the purpose of the Noise Ordinance is to regulate sources of offensive or nuisance noises that would be injurious to the public welfare. Therefore, because the Project would comply fully with LAMC Section 112.05 by utilizing the types of equipment in **Table 3** that would employ best practices measures, its construction noise impact would be consistent with the Municipal Code without relying on any exception for technical infeasibility. Impacts would be **less than significant**.

Table 3
Maximum Construction Noise Levels

Noise Source	Noise Level (dBA, L_{max})[1]		Significant?
	Reference	With Best Practices	
Backhoe	77.6	57.6	No
Dozer	81.7	61.7	No
Excavator	80.7	60.7	No
Front End Loader	79.1	59.1	No
Gradall	83.4	63.4	No
Grader	85.0	65.0	No

[1] Noise levels derived from the Federal Highway Administration's Roadway Construction Noise Model, version 1.1 (FHWA RCNM 1.1). Assumes equivalent of 20 dBA of source reduction at 50-foot reference distance from use of advanced exhaust mufflers and/or temporary sound barriers.

Estimated Project construction noise levels at receptor locations were also modeled using the noise reference levels of both an excavator and loader working in tandem to represent the most conservative-scenario noise source during the demolition phase. As shown in **Table 4**, noise levels from construction activities could reach as high as 66.7 dBA at the Lyman Place residences

just north of the Project Site. While this is a maximum cumulative noise level, actual noise levels would generally be lower for three key reasons. First, while construction may take up to 14 months, the noisiest phase of demolition would last about a month. Second, equipment does not always operate at in a steady-state mode full load, but rather powers up and down depending on the duty cycle needed to conduct work. As such, equipment is occasionally idle during the when no noise is generated by that equipment. Third, equipment will often operate further away from off-site receptors, as mobile equipment generally does not operate continuously in one place. As such, construction noise levels at these receptors would also be less than 75.0 dBA.

Table 4

Receptor Location	Estimated Noise Level (dBA, L_{eq})
1. 1119 Lyman Place residences	66.7
2. Cahuenga Branch Library	63.2
3. 1107 Madison Avenue residences	48.7
4. Lexington Avenue Primary Center School	52.4
Source: DKA Planning, 2019. Assumes a cumulative reduction of 20 dBA reduction from construction noise sources from advanced exhaust mufflers and/or temporary sound barriers, and 10 feet of property line setback for an excavator and dozer to maintain maneuverability.	

(2) Consistency with Municipal Code: Off-Site Construction Activities – Haul Trucks

With regard to off-site construction-related noise impacts, Section 112.05 of the LAMC does not regulate noise levels from road legal trucks, such as delivery vehicles, concrete mixing trucks, pumping trucks, and haul trucks. However, the operation of these vehicles would still comply with the construction restrictions set forth by Section 41.40 of the LAMC.

The Project is expected to require about ten round-trip haul trips per day to export demolition material to off-site landfills, assuming that trucks would have a 16 cubic yard capacity. Use of larger trucks would reduce the amount of truck traffic and the associated noise from operation of diesel fuel trucks running internal combustion engines.

While a haul route has not been finalized, it would likely direct haul trucks from the construction site onto Santa Monica Boulevard and Vermont Avenue to access the eastbound or westbound lanes of the Hollywood Freeway. Haul trucks would almost exclusively use arterials, bypassing local collector roads with quieter ambient noise levels that could be disturbed more than along major arterials.

Haul trucks would generate occasional noise events at receptors during passbys, but such intermittent noise events would have a limited effect on ambient noise levels in the area for two key reasons. First, a doubling of vehicle trip volumes would generally be necessary to elevate ambient noise levels by 3 or more dBA, the threshold at which humans could notice a change in noise levels. As the Project is expected to require an average of less than one one-way haul truck trips per day, these truck trips would access local arterials over the course of a potential seven-hour workday. Assuming each haul truck is the Passenger Car Equivalent (PCE) of 2.0 vehicles, haul trucks would add the equivalent 40 vehicle car trips to local arterials during the demolition phase (i.e., 20 one-way haul truck trips x 2.0 vehicles/truck PCE).[17] These 40 PCE trips would average about one trip per hour over a seven-hour workday. If these trips were all taken using Santa Monica Boulevard, for example, they would represent an increase of less than one percent of westbound and eastbound traffic on Santa Monica Boulevard during a peak traffic hour. This incremental increase in traffic volumes would result in negligible, inaudible increases in concomitant traffic noise, far from the 100 percent increase needed to result in a 3 dBA increase in ambient noise levels.

As a result, the Project's off-site construction noise impact from haul trucks would be consistent with the Municipal Code.

(3) Consistency with Municipal Code: Off-Site Construction Activities – Other Trucks

During construction of the Proposed Project, contractors and vendors would use trucks to deliver material to build and erect structures (e.g., concrete material, masonry, steel, metal, wood, plumbing supplies, electrical fixtures) would also travel to and from the Project site. Construction equipment would also have to be delivered to the site (e.g., dozers, excavators) using large trucks, though this would likely involve one-time delivery and removal of each piece of equipment over the course of the construction period.

As with the hauling of demolition materials, these trips would incrementally add a minimal number of truck trips to Santa Monica Boulevard and Vermont Avenue. An average of ten truck trips per day are projected during the building construction phase, resulting in an average of 20 PCE trips per day, 3-5 of which could occur in the AM peak hour, for example. This increment of traffic from these delivery trucks would have negligible impacts on traffic volumes on Santa Monica Boulevard or Vermont Avenue, both major arterials carrying thousands of vehicles during a peak hour. Vendor traffic would result in inaudible increases to ambient noise at the limited number of sensitive receptors that flank these arterials.

[17] Transportation Research Board, Transportation Circular No. 212 and Exhibit 12-25 of Highway Capacity manual, 6th Edition.

(4) Consistency with Municipal Code: Off-Site Construction Activities – Worker Commute Trips

During the course of the Project's construction phases, construction workers would travel to and from the Project site, particularly during the building construction phase, the most labor intensive phases of construction. While some workers could take advantage of shuttles that transport them from an off-site location to the job site, there could still be up to ten workers commuting to and from the job site each day.[18]

If up to 20 one-way trips were all added to Santa Monica Boulevard, for example, they would represent a fraction of one percent of traffic volumes on this major arterial.[19] This incremental increase in traffic volumes would be far less than the 100 percent increase in traffic volumes needed to elevate ambient noise levels by 3 dBA and would result in negligible, inaudible increases in concomitant traffic noise along Santa Monica Boulevard and the limited number of sensitive receptors that flank the arterial.

(5) Off-Site Construction Activities – Cumulative Impacts

When factoring in all three types of off-site construction activities (i.e., haul truck trips, delivery and other truck trips, and worker commute trips), up to 26 PCE trips could be added to Santa Monica Boulevard during the AM peak hour and 26 during the PM peak hour. This contribution of traffic would represent an increase of less than one percent of west- and eastbound traffic on Santa Monica Boulevard, for example. This incremental increase in traffic volumes would be far less than the 100 percent increase in traffic volumes needed to elevate ambient noise levels by 3 dBA and would result in negligible, inaudible increases in concomitant traffic noise along Santa Monica Boulevard and Vermont Avenue and the limited number of sensitive receptors that flank the arterial.

As a result, the Project's off-site noise impact from construction activities would be considered **less than significant**.

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

Because excavation of the Project site is not needed, construction of the Project would not require use of heavy, steel-tracked equipment. Instead, smaller equipment, such as excavators, mini-excavators, skid steer loaders, and smaller loaders can be used. This class of equipment is capable of generating vibration levels of approximately 0.035 inches per second PPV at a reference distance of 25 feet during the demolition and site preparation phases. Building construction and application of architectural coatings will generally use even smaller equipment, including hand tools that have negligible vibration impacts.

[18] Ibid
[19] Ibid.

It is important to note that this equipment would not operate directly where the Project's property line abuts nearby structures, such as the adjacent building at 4565 Santa Monica Boulevard. Instead, this equipment would retain some setback to preserve maneuverability and would likely operate at reduced power and intensity to maintain precision at these locations. For work closer to the property line, smaller, more maneuverable and precise equipment and techniques capable of more precision work would generally operate within ten feet of property lines. This class of equipment would generate maximum vibration levels of about 0.003 inches per second PPV.

As shown in **Table 5, n**o building would experience potentially damaging levels of groundborne vibration as a result of the Project's construction activities. More distant structures would experience lesser impacts. Therefore, the Project's vibration impacts as generated by on-site construction activities would be considered **less than significant**.

Table 5
Building Damage Vibration Levels – On-Site Sources

Building	Distance (feet)	Condition[1]	Significance Criteria (in/sec)[1]	Estimated Maximum Vibration Velocity (in/sec PPV)	Significant Impact?
Larger Equipment					
4565 Santa Monica Boulevard	10[2]	III. Non-engineered timber and masonry buildings	0.2	0.088	No
1119 Lyman Place	30[2]	III. Non-engineered timber and masonry	0.2	0.029	No
Cahuenga Branch LIbrary	35[2]	I. Reinforced concrete, steel or timber	0.5	0.025	No
Small Dozer-Type Equipment					
4565 Santa Monica Boulevard	5[3]	III. Non-engineered timber and masonry buildings	0.2	0.015	No
1119 Lyman Place	25[3]	III. Non-engineered timber and masonry	0.2	0.003	No
Cahuenga Branch LIbrary	30[3]	I. Reinforced concrete, steel or timber	0.5	0.003	No

[1]Structural condition and significance criteria based on FTA guidelines issued in the 2018 FTA Transit Noise and Vibration Impact Assessment manual. These values apply to continuous sources, not to single-events.
[2] Assumes ten-foot average additional setback from property line to allow for equipment maneuverability
[3] Assumes five-foot average additional setback from property line to allow for equipment maneuverability

Source: DKA Planning, 2019

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

With regard to off-site construction-related noise impacts, Section 112.05 of the LAMC does not regulate noise levels from road legal trucks, such as delivery vehicles, concrete mixing trucks, pumping trucks, and haul trucks. However, the operation of these vehicles would still comply with the construction restrictions set forth by Section 41.40 of the LAMC. The Project is expected to not require haul trips to export soils to off-site landfills and up to ten haul trips to remove demolition materials. While a haul route has not been finalized, trucks would likely use Santa Monica Boulevard and Vermont Avenue to access the Hollywood Freeway about 4,370 feet south of the Project Site, bypassing local collector roads. Haul trucks would generate occasional noise events at receptors during passbys, but such intermittent noise events would have a limited effect on surrounding ambient noise levels on Santa Monica Boulevard and Vermont Avenue. As a result, the Project's off-site construction noise impact from haul trucks would be consistent with the Municipal Code.

Construction of the Project would generate trips from large trucks including haul trucks, concrete mixing trucks, concrete pumping trucks, and vendor delivery trucks. Regarding building damage, based on FTA data, the vibration generated by a typical heavy-duty truck would be approximately 63 VdB (0.006 PPV) at a distance of 50 feet from the truck.[20] According to the FTA "[i]t is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads." Nonetheless, there are existing buildings along the Project's anticipated haul route(s) that are situated approximately 25 feet from the right-of-way and would be exposed to ground-borne vibration levels of approximately 0.006 PPV. This estimated vibration generated by construction trucks traveling along the anticipated haul route(s) would be well below the most stringent building damage criteria of 0.12 PPV for buildings extremely susceptible to vibration. The Project's potential to damage roadside buildings and structures as the result of groundborne vibrations generated by its truck trips would be considered **less than significant**.

C. Consistency of Operations Impacts with the Municipal Code

During operations, the Project would produce noise from both on- and off-site sources. On-site sources would include but not be limited to vehicle movement and parking, mechanical equipment, and other operational noise from the land uses proposed. Off-site sources would include but not be limited to traffic traveling to and from the Project site. As discussed below, the Project would not result in an exposure of persons to or a generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. The Project would also not increase surrounding noise levels by more than 5 dBA CNEL, the minimum threshold of significance adopted by this analysis. As a result, the Project's on-site operational noise impacts would be considered **less than significant**.

The following criteria are used to assess the impact of the Project's operational noise sources that are located on the Project Site. A Project's operational noise impacts would be significant if:

[20] Federal Transit Administration, "Transit Noise and Vibration Impact Assessment," May 2006, Figure 7-3.

- Project operations would cause a 5 dBA increase over the existing average ambient noise levels of an adjacent property (LAMC Section 111.02).[21][22]

(7) Consistency with Municipal Code: On-Site Operations

Mechanical Equipment. HVAC equipment would be located on the building's rooftop, where rooftop units (RTUs) would be set back throughout the roof. This mechanical equipment could generate a sound pressure level of approximately 81.9 dBA L_{eq} at five feet.[23] The roof edge on both elevations would create a natural noise barrier that reduces noise levels from rooftop HVAC units by 10 dBA or more and reduce any noise exposure for nearby receptors. This is helpful in managing noise, as equipment often operates continuously throughout the day, evening, and night. Noise levels at nearby receptors from HVAC equipment placed away from the edges of the roof of the Project Site would be nominal. Noise levels from HVAC equipment would have to match ambient noise levels to potentially increase 3 dBA or more, the threshold at which humans can notice changes.

Vaults that house pumps and other operational equipment would be located in a 154-square foot utility room in the parking garage on the ground floor. As such, this equipment would be fully enclosed within the structure and produce de minimis noise impacts for off-site sensitive receptors that are generally 20 feet and beyond the Project Site.

Regulatory compliance with LAMC Section 112.02 would further ensure that noises from sources such as heating, air conditioning, and ventilation systems not increase ambient noise levels at neighboring occupied properties by more than 5 dBA. Given this regulation, the ambient noise levels along Santa Monica Boulevard, the relatively quiet operation of modern rooftop-mounted HVAC systems, and distances to receptors, it is unlikely that noise from the Project's HVAC systems would be audible at off-site locations. Nearly all of the Project's surrounding commercial and residential land uses contain similar rooftop-mounted HVAC units. The Project's HVAC systems would be consistent with its surroundings and would not alter the environmental profile of the neighborhood or significantly impact any of the analyzed sensitive receptors.

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[21] LAMC Section 111.02(b) provides a 5 dBA allowance for noise sources lasting more than 5 but less than 15 minutes in any 1-hour period, and a 10 dBA allowance for noise sources causing noise lasting 5 minutes or less in any 1-hour period. In accordance with these regulations, a noise level increase from certain city-regulated noise sources of 5 dBA over the existing or presumed ambient noise level at an adjacent property is considered a violation.

[22] As a 3 dBA increase represents a slightly noticeable change in noise level, this threshold considers any increase in ambient noise levels to or within a land use's "normally unacceptable" or "clearly unacceptable" noise/land use compatibility categories to be significant so long as the noise level increase can be considered barely perceptible. In instances where the noise level increase would not necessarily result in "normally unacceptable" or "clearly unacceptable" noise/land use compatibility, a readily noticeable 5 dBA increase is still considered to be significant. Increases less than 3 dBA are unlikely to result in noticeably louder ambient noise conditions and would therefore be considered less than significant.

[23] City of Moreno Valley, Moreno Valley WalMart Noise Impact Analysis, Table 901; February 10, 2015 and City of Pomona, Pomona Ranch Plaza WalMart Expansion Project, Table 4.4-5; August 2014.

Parking and Auto-Related Activities. The Project would generate on-site noise from auto activities associated with the ten parking spaces in the ground-level garage. This noise would include driving to and from the entrance, parking, door slamming, and occasional car alarms. Vehicles accessing the Project Site would enter off Lyman Place, where residents would access use a mid-block entrance, the garage entrance for which faces west toward the Branch Library across Lyman Place.

The Project is forecast to generate a maximum of ten A.M. and ten P.M. net peak hour residential vehicle trips that would enter this garage. Any noise from within the garage (e.g., parking garage floor squeaks, car doors closing, alarms, incidental human conversation) would be de minimis, as the enclosed garage would attenuate virtually all sound beyond the Project site. As such, the Project's residential parking garage would have no noticeable effect on the surrounding noise environment.

Residential Operational Sources. Noise associated with residential uses would include a variety of operational sources, including human conversation and activities, recreation facilities, trash collection, landscape maintenance, and commercial loading operations. These are discussed below:

- Human conversation and activities. Noise associated with everyday human activities would largely be contained internally within the Project. Normal and reasonable use of the Project's open space areas would not be expected to generate a substantial amount of noise. Noise associated with outdoor residential activities could include passive activities such as human conversation and socializing on one of the three outdoor open spaces at the ground level, one of which is interior to the building structure. A proposed 712.5 square-foot terrace on the fifth floor would be another potential source of noise at the rear of the Project Site. These outdoor spaces represent gathering places for outdoor activities that are both private and group oriented. These would be intermittent activities that would produce negligible impacts from human speech, based in large part on the Lombard effect. This phenomenon recognizes that voice noise levels in face-to-face conversations generally increase proportionally to background ambient noise levels, but only up to approximately 67 dBA at a reference distance of one meter. Specifically, vocal intensity increases about 0.38 dB for every 1.0 dB increase in noise levels above 55 dB, meaning people talk slightly above ambient noise levels in order to communicate.[24]

  While the noise levels from any outdoor activities would be marginal, the attenuation from the built environment would virtually eliminate any exposure to elevated noise levels at the nearest sensitive receptors. Noise from speech and conversation generally does not exceed approximately 65 dBA at a reference distance of one meter. These noises attenuate rapidly and would not be capable of elevating surrounding ambient noise levels by more than a

[24] Acoustical Society of America, Volume 134; Evidence that the Lombard effect is frequency-specific in humans, Stowe and Golob, July 2013.

nominal degree. As a result, the increase in ambient noise levels at nearby receptors would be negligible for sensitive receptors at the Branch Library that are no closer than 25 feet from the property line of the Project site.

- Landscape maintenance. Noise from gas-powered leaf flowers, lawnmowers, and other landscape equipment can generated substantial bursts of noise during regular maintenance. For example, gas powered leaf blowers and other equipment with two-stroke engines can generated 100 dBA L_{eq} and cause nuisance or potential noise impacts for nearby receptors.[25] However, given the limited landscape plan for the Proposed Project, such equipment is not expected to be used substantially in exterior spaces. As such, any intermittent landscape equipment would operate during the day and represent a negligible impact and ultimately be subject to compliance with LAMC Section 112.05 and nuisance regulations.

- Trash collection. On-site trash and recyclable materials would be managed and picked-up in the parking garage, where trash and recycling trucks would access these facilities from Lyman Place. Solid waste activities would include use of trash compactors and hydraulics associated with the refuse trucks themselves. While noise levels of approximately 71 dBA L_{eq} and 66 dBA L_{eq} could be generated by collection trucks and trash compactors, respectively, at 50 feet of distance, all noise would be buffered from off-site sensitive receptors.[26]

These on-site sources would generate negligible noise impacts on local receptors and when the removal of the existing auto body shop is considered, there could be a net decrease in on-site noise. The impact of on-site operational noise sources would therefore be considered **less than significant.**

(8) Consistency with Municipal Code: Off-Site Operations

The majority of the Project's operational noise impacts would occur off-site from the estimated 63 net vehicle trips to and from Project Site.

During a peak hour, 5-7 net vehicle trips would be distributed onto Santa Monica Boulevard that accesses the larger roadway network in the Hollywood area. Because the Proposed Project would add up to seven peak-hour vehicle trips across this local network of streets, the Project's incremental traffic on Santa Monica Boulevard, or nearby arterials like Vermont Avenue would not double existing traffic volumes. The Project's traffic impact on other streets would be less, as project-related traffic would dissipate onto the network of streets in the area.

As such, peak-hour, project-related traffic would generate far less than a doubling of traffic on Santa Monica Boulevard and other key roadway segments near the Project Site and result in an inaudible increase in traffic-related noise on local streets. Twenty-four-hour CNEL impacts would similarly be negligible, far below the minimum 3 dBA noise increase threshold. Therefore, the

[25] Erica Walker et al, Harvard School of Public Health; Characteristics of Lawn and Garden Equipment Sound; 2017
[26] RK Engineering Group, Inc. Wal-Mart/Sam's Club reference noise level, 2003

Project's operational impact on off-site ambient noise levels as a result of its net traffic generation would be considered **less than significant**.

Therefore, the Project's operational impact on off-site ambient noise levels as a result of its net traffic generation would be consistent with the Municipal Code.

(9) Operational Vibration Sources: On-Site Operations

During Project operations, there would be no significant stationary sources of groundborne vibration, such as heavy equipment or industrial operations, as the development would be a residential development. The Project's long-term vibration impact from operational sources (primarily passenger vehicles) would be nominal and less than significant.

(10) Operational Vibration Sources: Off-Site Operations

During Project operations, there would be no significant mobile sources of groundborne vibration, such as heavy-duty trucks or buses, given the residential nature of the development. The Project's long-term, off-site vibration impact from operational sources (primarily passenger vehicles) would be nominal and less than significant.

Criterion 2: The project and successive projects of the same type in the same place will not result in cumulative impacts.

As discussed earlier, the Proposed Project would not produce temporary or long-term noise impacts that are considered significant.

Construction

If any other related projects were built simultaneously with the Proposed Project, they would have to meet the same municipal code requirements that minimize incremental impacts on ambient noise levels. This would each project's consistency with City restrictions on construction noise. Nevertheless, construction of all related project and other unforeseen projects would be subject to LAMC Section 41.40, which limits the hours of allowable construction activities. In addition, each of the related projects would be subject to Section 112.05 of the LAMC, which prohibits any powered equipment or powered hand tool from producing noise levels that exceed 75 dBA at a distance of 50 feet from the noise source within 500 feet of a residential zone. Noise levels are only allowed to exceed this noise limitation under conditions where compliance is technically infeasible. As previously discussed, noise levels for the Project could exceed existing ambient noise levels by more than 10 dBA for more than one day at noise-sensitive receptors and for more than 5 dBA for 10 days in a three-month period. At this time, the nearest discretionary project within 500 feet of the Project Site is located at 4626 W. Santa Monica Boulevard, approximately 480 feet from the Project Site. The entitlement application is on hold and no determination has been issued, making it highly likely that the construction noise impacts for the Projects will not overlap. Moreover, the project is separated by 480 feet from any sensitive receptors, rendering any additive noise impacts negligible. While concurrent construction of other related projects in

the vicinity would contribute to cumulative increases in ambient noise levels, the Project's contribution would not be considered significant based on the City's Municipal Code requirements restrict noise levels from equipment and incremental increases in ambient noise levels.

Operation

Cumulative mobile source noise impacts would be the result of increased traffic on local roadways due to the Project, ambient growth, and related projects. As described earlier, the Project's impact on future traffic conditions would be less than significant, as the Project's traffic volumes would not result in the doubling of volumes needed to increase ambient noise levels by 3 dBA or more on Santa Monica Boulevard or any other local roadways. When factoring in the energy from a 24-hour cycle, the Project's contribution would be similarly negligible and would not result in a 5 dBA CNEL impact. As a result, the Project's cumulative operational noise impact would be negligible, ensuring consistency with the Municipal Code's threshold for project impacts**.** Because the increase in roadway noise would not exceed the 3.0 dBA CNEL or 5.0 dBA thresholds at any study roadway segments, cumulative operational noise impacts would be **less than significant**.

In addition to cumulative mobile source noise levels, operation of the Project in combination with the related projects could result in an increase in operational noise and vibration in this urbanized area of the City. Long-term noise impacts from Project operations would be negligible, as building operations and human activities inside and outside would generate minimal noise impacts. Other long-term operations of residences and institutional issues like the nearby schools would similarly generate minimal operational noise to cumulative impact scenarios. As previously discussed, operational noise and vibration impacts would be less than significant for the Project, and on-site cumulative noise levels associated with the related projects would be regulated by the LAMC. As such, cumulative on-site operational noise impacts would be **less than significant**.

Criterion 3: There are no unusual circumstances creating the reasonable possibility of significant effects.

As discussed in this analysis, the Proposed Project qualifies as a mixed-use, infill project in the Hollywood neighborhood that would be environmentally benign, with noise impacts during construction and long-term operations. There could be a net decrease in on-site operational noise given the removal of the existing auto body facility. These noise impacts would neither be significant based on guidance from the State and the City of Los Angeles, nor inconsistent with the City's land use policies in the General Plan and zoning code. Further, neither the Project Site nor the local environmental creates unusual circumstances that could produce significant noise impacts despite the projected impacts from on- and off-site noise sources.

4. Mitigation Measures

The Project would not result in any significant noise impacts during the construction and operations phases. No mitigation measures are required.

TECHNICAL APPENDIX

1119 LYMAN PLACE RESIDENCES: DEMOLITION — Page 1

Construction Noise

Total Equipment Noise Levels

Source	Emission Level (dBA)	Usage Factor*	Adjusted dBA
Excavator**	81	0.75	79.8
Loader***	80	0.75	78.8
		Combined dBA	**82.3**

Housing Row Shielding

If gaps in the row of buildings constitute less than 35% of the length of the row:		
R	0	*number of rows of houses between source and receiver
A(rows1)	**0**	

If gaps in the row of buildings constitute between 35-65% of the length of the row:		
R	0	*number of rows of houses between source and receiver
A(rows2)	**0**	

If gaps in the row of buildings constitute more than 65% of the length of the row:		
A(rows3)	**0**	

Tree Zone Shielding

Where at least 100 feet of trees intervene between source and receiver, ***and*** *if no clear line of sight exists between source and receiver,* ***and*** *if the trees extend 15 feet or more above the line of sight:*		
W	0	*width of the tree zone along the line of sight between source and receiver, in feet.
A(trees)	**0**	

Cumulative Shielding

Existing Building	0
Axxx	0
Axxx	0
A(rows1)	0
A(rows2)	0
A(trees)	0
A(cumulative)	**0**

Notes

* Percentage of time during an hour that the maximum sound would occur

Assumptions

** Excavator operates at maximum noise level 45 minutes per hour

*** Loader operates at maximum noise level 45 minutes per hour

1119 LYMAN PLACE RESIDENCES: DEMOLITION — Page 2

Construction Noise

Construction Equipment Best Practices

Source	Emission Level (dBA)	Usage Factor	Attenuation****	Adjusted dBA
Excavator**	81	0.75	10	69.8
Loader***	80	0.75	10	68.8
		Combined dBA		**72.3**

Construction Noise Level

Total Equipment Noise Level	72.3
Cumulative Shielding (A)	0
Sound Barrier Shielding***	10.0
Ground Effect**	0.3
Distance (ft)	20
Manueverability (ft)	10
Total Distance to Equipment (ft)	30
Construction Noise	**66.7**

Sources

Federal Highway Administration (FHWA), *Construction Noise Handbook* , August 2006.
Federal Transit Administration (FTA), *Transit Noise and Vibration Assessment* , May 2006.
California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol* , September 2013.

Assumptions

**** Assumes advanced mufflers capable of reducing standard noise profile by 10 dBA

***** Assumes 10 dBA attenuation from erection of temporary sound barriers

****** Ground effect accounts for soft-surface of grass hillside (0=hard surface, 1= soft surface, 0.5=semi-soft surface)

CAHUENGA BRANCH LIBRARY: DEMOLITION

Construction Noise

Total Equipment Noise Levels

Source	Emission Level (dBA)	Usage Factor*	Adjusted dBA
Excavator**	81	0.75	79.8
Loader***	80	0.75	78.8
		Combined dBA	**82.3**

Housing Row Shielding

If gaps in the row of buildings constitute less than 35% of the length of the row:		
R	0	*number of rows of houses between source and receiver
A(rows1)	**0**	

If gaps in the row of buildings constitute between 35-65% of the length of the row:		
R	0	*number of rows of houses between source and receiver
A(rows2)	**0**	

If gaps in the row of buildings constitute more than 65% of the length of the row:		
A(rows3)	**0**	

Tree Zone Shielding

Where at least 100 feet of trees intervene between source and receiver, ***and*** *if no clear line of sight exists between source and receiver,* ***and*** *if the trees extend 15 feet or more above the line of sight:*		
W	0	*width of the tree zone along the line of sight between source and receiver, in feet.
A(trees)	**0**	

Cumulative Shielding

Existing Building	0
Axxx	0
Axxx	0
A(rows1)	0
A(rows2)	0
A(trees)	0
A(cumulative)	**0**

Notes

* Percentage of time during an hour that the maximum sound would occur

Assumptions

** Excavator operates at maximum noise level 45 minutes per hour

*** Loader operates at maximum noise level 45 minutes per hour

CAHUENGA BRANCH LIBRARY: DEMOLITION

Construction Noise

Construction Equipment Best Practices

Source	Emission Level (dBA)	Usage Factor	Attenuation*** *	Adjusted dBA
Excavator**	81	0.75	10	69.8
Loader***	80	0.75	10	68.8
		Combined dBA		**72.3**

Construction Noise Level

Total Equipment Noise Level	72.3
Cumulative Shielding (A)	0
Sound Barrier Shielding***	10.0
Ground Effect**	0.3
Distance (ft)	35
Manueverability (ft)	10
Total Distance to Equipment (ft)	45
Construction Noise	**63.2**

Sources

Federal Highway Administration (FHWA), *Construction Noise Handbook* , August 2006.
Federal Transit Administration (FTA), *Transit Noise and Vibration Assessment* , May 2006.
California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol* , September 2013.

Assumptions

**** Assumes advanced mufflers capable of reducing standard noise profile by 10 dBA

***** Assumes 10 dBA attenuation from erection of temporary sound barriers

****** Ground effect accounts for soft-surface of grass hillside (0=hard surface, 1= soft surface, 0.5=semi-soft surface)

1107 MADISON AVENUE RESIDENCES: DEMOLITION Page 1

Construction Noise

Total Equipment Noise Levels

Source	Emission Level (dBA)	Usage Factor*	Adjusted dBA
Excavator**	81	0.75	79.8
Loader***	80	0.75	78.8
		Combined dBA	**82.3**

Housing Row Shielding

If gaps in the row of buildings constitute less than 35% of the length of the row:		
R	0	*number of rows of houses between source and receiver
A(rows1)	**0**	

If gaps in the row of buildings constitute between 35-65% of the length of the row:		
R	0	*number of rows of houses between source and receiver
A(rows2)	**0**	

If gaps in the row of buildings constitute more than 65% of the length of the row:		
A(rows3)	**0**	

Tree Zone Shielding

Where at least 100 feet of trees intervene between source and receiver, ***and*** *if no clear line of sight exists between source and receiver,* ***and*** *if the trees extend 15 feet or more above the line of sight:*		
W	0	*width of the tree zone along the line of sight between source and receiver, in feet.
A(trees)	**0**	

Cumulative Shielding

Existing Building	0
Axxx	0
Axxx	0
A(rows1)	0
A(rows2)	0
A(trees)	0
A(cumulative)	**0**

Notes

* Percentage of time during an hour that the maximum sound would occur

Assumptions

** Excavator operates at maximum noise level 45 minutes per hour

*** Loader operates at maximum noise level 45 minutes per hour

1107 MADISON AVENUE RESIDENCES: DEMOLITION Page 2

Construction Noise

Construction Equipment Best Practices

Source	Emission Level (dBA)	Usage Factor	Attenuation*****	Adjusted dBA
Excavator**	81	0.75	10	69.8
Loader***	80	0.75	10	68.8
		Combined dBA		**72.3**

Construction Noise Level

Total Equipment Noise Level	72.3
Cumulative Shielding (A)	0
Sound Barrier Shielding******	10.0
Ground Effect*****	0.0
Distance (ft)	230
Manueverability (ft)	10
Total Distance to Equipment (ft)	240
Construction Noise	**48.7**

Sources

Federal Highway Administration (FHWA), *Construction Noise Handbook* , August 2006.
Federal Transit Administration (FTA), *Transit Noise and Vibration Assessment* , May 2006.
California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol* , September 2013.

Assumptions

**** Assumes advanced mufflers capable of reducing standard noise profile by 10 dBA

***** Assumes 10 dBA attenuation from erection of temporary sound barriers

****** Ground effect accounts for soft-surface of grass hillside (0=hard surface, 1= soft surface, 0.5=semi-soft surface)

LEXINGTON AVENUE PRIMARY CENTER SCHOOL: DEMOLITION

Construction Noise

Total Equipment Noise Levels

Source	Emission Level (dBA)	Usage Factor*	Adjusted dBA
Excavator**	81	0.75	79.8
Loader***	80	0.75	78.8
		Combined dBA	**82.3**

Housing Row Shielding

If gaps in the row of buildings constitute less than 35% of the length of the row:		
R	3	*number of rows of houses between source and receiver
A(rows1)	**8**	

If gaps in the row of buildings constitute between 35-65% of the length of the row:		
R	0	*number of rows of houses between source and receiver
A(rows2)	**0**	

If gaps in the row of buildings constitute more than 65% of the length of the row:		
A(rows3)	**0**	

Tree Zone Shielding

Where at least 100 feet of trees intervene between source and receiver, ***and*** *if no clear line of sight exists between source and receiver,* ***and*** *if the trees extend 15 feet or more above the line of sight:*		
W	0	*width of the tree zone along the line of sight between source and receiver, in feet.
A(trees)	**0**	

Cumulative Shielding

Existing Building	0
Axxx	0
Axxx	0
A(rows1)	8
A(rows2)	0
A(trees)	0
A(cumulative)	**8**

Notes

* Percentage of time during an hour that the maximum sound would occur

Assumptions

** Excavator operates at maximum noise level 45 minutes per hour
*** Loader operates at maximum noise level 45 minutes per hour

LEXINGTON AVENUE PRIMARY CENTER SCHOOL: DEMOLITION

Construction Noise

Construction Equipment Best Practices

Source	Emission Level (dBA)	Usage Factor	Attenuation****	Adjusted dBA
Excavator**	81	0.75	10	69.8
Loader***	80	0.75	10	68.8
		Combined dBA		**72.3**

Construction Noise Level

Total Equipment Noise Level	72.3
Cumulative Shielding (A)	-8
Sound Barrier Shielding***	10.0
Ground Effect**	0.0
Distance (ft)	380
Manueverability (ft)	10
Total Distance to Equipment (ft)	390
Construction Noise	**52.4**

Sources

Federal Highway Administration (FHWA), *Construction Noise Handbook* , August 2006.
Federal Transit Administration (FTA), *Transit Noise and Vibration Assessment* , May 2006.
California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Proto*

Assumptions

**** Assumes advanced mufflers capable of reducing standard noise profile by 10 dBA
***** Assumes 10 dBA attenuation from erection of temporary sound barriers
****** Ground effect accounts for soft-surface of grass hillside (0=hard surface, 1= soft surface, 0.5=semi-s

4575 Santa Monica Boulevard Project

Construction Vibration: UNMITIGATED

Receptor: 1119 Lyman Place
Equipment: Jackhammer

Source PPV (in/sec)	0.035
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	30
Unmitigated Vibration Level (in/sec)	**0.029**

Receptor: Cahuenga Branch Library
Equipment: Jackhammer

Source PPV (in/sec)	0.035
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	35
Unmitigated Vibration Level (in/sec)	**0.025**

Receptor: 1107 Madison Avenue
Equipment: Jackhammer

Source PPV (in/sec)	0.035
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	240
Unmitigated Vibration Level (in/sec)	**0.004**

Receptor: 4565 Santa Monica Boulevard
Equipment: Jackhammer

Source PPV (in/sec)	0.035
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	10
Unmitigated Vibration Level (in/sec)	**0.088**

4575 Santa Monica Boulevard Project

Receptor: 1119 Lyman Place
Equipment: Small Dozer-Type Equipment

Source PPV (in/sec)	0.003
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	25
Unmitigated Vibration Level (in/sec)	**0.003**

Receptor: Cahuenga Branch Library
Equipment: Small Dozer-Type Equipment

Source PPV (in/sec)	0.003
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	30
Unmitigated Vibration Level (in/sec)	**0.003**

Receptor: 1107 Madison Avenue
Equipment: Small Dozer-Type Equipment

Source PPV (in/sec)	0.003
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	235
Unmitigated Vibration Level (in/sec)	**0.000**

Receptor: 4565 Santa Monica Boulevard
Equipment: Small Dozer-Type Equipment

Source PPV (in/sec)	0.003
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	5
Unmitigated Vibration Level (in/sec)	**0.015**

Sources

California Department of Transportation (Caltrans), *Transportation and Construction Vibration Guidance Manual*, September 2013.
Federal Transit Administration (FTA), *Transit Noise and Vibration Impact Assessment*, May 2006

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Experience

- Industry leader with 30 years of CEQA environmental planning and analysis services in the public and private sectors.
- Prepared over 1,000 air quality, climate change, noise, vibration, and traffic and circulation studies.
- Policy and technical leadership positions throughout Northern and Southern California.

Air Quality

- Planning and CEQA lead for the South Coast Air Quality Management District
- Planning and CEQA lead for the Monterey Bay Unified Air Pollution Control District
- Lead author for CEQA Air Quality Guidelines for two air pollution districts, including landmark SCAQMD Air Quality Handbook
- Peer review panel member for CAPCOA development of statewide air quality model
- EMFAC, URBEMIS, CalEEMod, CALINE, AERMOD air quality modeling expertise
- Director for air quality planning and analysis for two consulting firms
- Lead for federal transportation and general air quality conformity rules for two air pollution districts
- CEQA intergovernmental review lead for air quality analyses for air pollution districts
- Principal overseeing traffic, air quality, noise/vibration, and climate change analyses
- Chair, Southern California Mobile Source Air Pollution Control District
- Policy Advisor, South Coast Air Quality Management District
- Board Member, Bay Area Air Quality Management District Governing Board
- Chair, Bay Area Air Quality Management District Legislative Committee

Noise and Vibration

- Prepared over 400 noise and vibration analyses in Southern and Northern California.
- Oversaw major CEQA noise analyses, including Sacramento Area Council of Governments transportation plan and Culver City General Plan updates
- Preparing noise analyses for Soutern California Assocation of Governments 2020 Regional Transportation Plan EIR
- Federal Highway Administration Traffic Noise Model, SoundPLAN modeling expertise
- CEQA intergovernmental review lead for noise analyses for air pollution districts

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