



DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning Commission

Date: June 23, 2022
Time: After 8:30 A.M.*
Place: Due to concerns over COVID-19, this meeting/public hearing will be conducted entirely telephonically by Zoom [<https://zoom.us/>].

The meeting's telephone number and access code access number will be provided no later than 72 hours before the meeting on the meeting agenda published at <https://planning.lacity.org/about/commissions/boards-hearings> and/or by contacting cpc@lacity.org

Public Hearing: Initial public hearing completed March 23, 2022.

Appeal Status: Density Bonus Off-menu incentives and waivers are not further appealable. Density Bonus On-Menu Incentive and Site Plan Review is appealable to City Council.

Expiration Date: June 23, 2022

Multiple Approval: Yes

PROJECT LOCATION: 1715 - 1739 North Bronson Avenue

PROPOSED PROJECT: The proposed project involves the construction, use, and maintenance of a new 24-story, 229,015 square-foot residential building with 128 residential dwelling units (including 11 units – 11% of the base density set aside for Very Low Income Households), and a total of 17,778 square feet of open space. The project would provide a total of 134 automobile parking spaces within one (1) subterranean and three (3) above ground level of parking and a total of 89 long-term bicycle parking spaces and 9 short-term bicycle parking spaces. The Lombardi Structures would remain on-site and will not be altered.

REQUESTED ACTION:

- 1) Pursuant to CEQA Guidelines, Section 15332 (Class 32), an Exemption from CEQA, and that there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies; and
- 2) Pursuant to Los Angeles Municipal Code (LAMC) Section 12.22-A,25, a 35% Density Bonus for a Housing Development with a total of 128 units [with 11 units - 11% of the base density set aside for Very Low Income Households] in lieu of the base density of 98 units; and pursuant to LAMC Sections 12.22-A,25(f)(8) and 12.22-A,25(g)(3), one (1) On-Menu Incentive, one (1) Off-Menu Incentive and two (2) Waiver or modification of development standards:

Case No.: CPC-2021-6886-DB-SPR-WDI-HCA

CEQA No.: ENV-2021-6887-CE

Incidental Cases: N/A

Related Cases: VTT-83510-CN-HCA

Council No.: 13 - Mitch O'Farrell

Plan Area: Hollywood

Specific Plan: N/A

Certified NC: Hollywood United

Existing GPLU: Highway Oriented
Commercial High Density
Residential

Existing Zone: C4-1-SN; R4-2

Applicant: 1717 Bronson, LLC

Representative: Michael Gonzales,
Gonzales Law Group, APC

- A. An On-Menu Incentive to permit averaging of floor area, density, open space, and parking throughout the project site, pursuant to LAMC Section 12.22.A.25(f)(8)
 - B. An Off-Menu Incentive to permit a 6.74:1 FAR averaged across the project site, in lieu of the otherwise permitted FAR in the C4-1-SN and R4-2 zones, pursuant to LAMC Section 12.22.A.25(g)(3)
 - C. A Waiver or modification of a development standard to permit the elimination of required side yards along Bronson Avenue and the property's interior lot line in lieu of the otherwise required 16-foot side yards at both locations
 - D. A Waiver or modification of a development standard to permit a reduction in building separation of 13 feet in lieu of the otherwise required 54 feet
- 3) Pursuant to LAMC Section 16.05, Site Plan Review for a development project that creates or results in an increase of 50 or more dwelling units or guest rooms.
 - 4) Pursuant to LAMC Section 12.37.I.3, a Waiver of Dedication and Improvements to the Public Right of Way along Bronson Avenue and Carlos Avenue.

RECOMMENDED ACTIONS:

- 1) **Determine** based on the whole of the administrative record, the project is exempt from CEQA pursuant to CEQA Guidelines Section 15332, Class 32, and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines Section 15300.2 applies;
- 2) **Approve** a 35% Density Bonus for a Housing Development with a total of 128 units [with 11 units - 11% of the base density set aside for Very Low Income Households] in lieu of the base density of 98 units; and pursuant to LAMC Sections 12.22-A.25(f)(8) and 12.22-A.25(g)(3), one (1) On-Menu Incentive, one (1) Off-Menu Incentive and two (2) Waiver or modification of development standards:
 - a. An On-Menu Incentive to permit averaging of floor area, density, open space, and parking throughout the project site, pursuant to LAMC Section 12.22.A.25(f)(8);
 - b. An Off-Menu Incentive to permit a 6.74:1 FAR averaged across the project site, in lieu of the otherwise permitted FAR in the C4-1-SN and R4-2 zones, pursuant to LAMC Section 12.22.A.25(g)(3);
 - c. A Waiver or modification of a development standard to permit the elimination of required side yards along Bronson Avenue and the property's interior lot line in lieu of the otherwise required 16-foot side yards at both locations; and
 - d. A Waiver or modification of a development standard to permit a reduction in building separation of 13 feet in lieu of the otherwise required 54 feet.
- 3) **Approve** Site Plan Review for a development project that creates or results in an increase of 50 or more dwelling units or guest rooms.
- 4) **Approve** a Waiver of Dedication and Improvements to the Public Right of Way along Bronson Avenue and Carlos Avenue.
- 5) **Adopt** the attached Conditions of Approval; and
- 6) **Adopt** the attached Findings.

VINCENT P. BERTONI, AICP
Director of Planning



Heather Bleemers
Senior City Planner



Kevin Golden
City Planner



Michelle Carter, City Planning Associate
michelle.carter@lacity.org

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

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PROJECT ANALYSIS

Project Summary

The proposed project involves the construction, use and maintenance of a new 24-story, 229,015 square-foot residential building with 128 dwelling units with a proposed building height of 275 feet. The project would provide a total of 134 automobile parking spaces within one (1) subterranean and three (3) above ground level of parking and a total of 98 bicycle spaces.

The proposed development as depicted in the rendering shown below has been configured with a total of 128 dwelling units consisting of 38 one-bedroom units, 37 two-bedroom units and 53 five-bedroom units. The residential units will be located within the fifth through twenty-third floors of the proposed building. The parking will be provided within one (1) subterranean and three (3) above ground level of parking. The ground floor level will consist of the residential lobby along with tenant amenity spaces and offices.



Pursuant to LAMC Section 12.21-G, the project, as proposed, is required to provide 17,700 square feet of open space. The project provides approximately 17,778 square feet total of open space, which includes a 7,231 square-foot roof top deck, and a 998 square-foot amenity room on the twenty-fourth floor; a 2,372 square-foot outdoor deck, a 3,140 square-foot recreation room, a 713 square foot communal lounge on the fifth floor. The project also includes 3,750 square feet of private balconies.

Vehicular access to the project site will be provided via two (2) driveways off Bronson Avenue and Carlos Avenue. A total of 134 off-street automobile parking spaces will be provided within the parking garage. Pedestrian access will be via Bronson Avenue and Carlos Avenue. In addition, 89 long-term bicycle parking spaces will be provided in a bicycle storage room at the ground floor level. Short-term bicycle racks will be provided along Bronson Avenue and Carlos Avenue.

The project consists of the following:

Project Summary	Total
Residential Units	
<i>Base Density</i>	<i>98 units</i>
<i>35% Density Bonus</i>	<i>34 units</i>
<i>11% Very Low Income Household</i>	<i>11 units (rounded up from 10.78)</i>
Proposed Units	
<i>One bedroom</i>	<i>38</i>
<i>Two bedrooms</i>	<i>37</i>
<i>Five bedrooms</i>	<i>53</i>
Total Units	128
Open Space	
<i>Indoor Amenities</i>	<i>4,425 sq. ft.</i>
<i>24th Floor – Sky Deck</i>	<i>7,231 sq. ft.</i>
<i>5th Floor – Outdoor Deck</i>	<i>2,372 sq. ft.</i>
<i>Private Open Space (balconies)</i>	<i>3,750 sq. ft.</i>
Required Open Space	17,700 sq. ft.
Total Open Space Provided	17,778 sq. ft.
Required Parking	
Automobile Parking Required	
<i>One bedroom</i>	<i>19 spaces</i>
<i>Two bedrooms</i>	<i>18.5 spaces</i>
<i>Five bedrooms</i>	<i>26.5 spaces</i>
Total Automobile Parking Required per AB 2345	64 spaces
Total Automobile Parking Provided	134 spaces
Bicycle Parking Required	
<i>Long Term</i>	<i>89 spaces</i>
<i>Short Term</i>	<i>9 spaces</i>
Bicycle Parking Provided	
<i>Long Term</i>	<i>89 spaces</i>
<i>Short Term</i>	<i>9 spaces</i>
Total Parking Bicycle Provided	98 spaces

The applicant proposes to set aside 11% of the base density (98 units) for Very Low Income Households (11 units); as such, the project is entitled to a 35% density bonus resulting in a total of 133 units. The project proposes to utilize a 35% density bonus resulting in 128 new dwelling units. In addition, the applicant has requested the following one (1) On-Menu Incentive, one (1) Off-Menu Incentive and two (2) Waiver or modification of development standards:

- a. An On-Menu Incentive to permit averaging of floor area, density, open space, and parking throughout the project site, pursuant to LAMC Section 12.22.A.25(f)(8);
- b. An Off-Menu Incentive to permit a 6.74:1 FAR averaged across the project site, in lieu of the otherwise permitted FAR in the C4-1-SN and R4-2 zones, pursuant to LAMC Section 12.22.A.25(g)(3);
- c. A Waiver or modification of a development standard to permit the elimination of required side yards along Bronson Avenue and the property's interior lot line in lieu of the otherwise required 16-foot side yards at both locations; and
- d. A Waiver or modification of a development standard to permit a reduction in building separation of 13 feet in lieu of the otherwise required 54 feet.

Pursuant to LAMC Section 16.05, Site Plan Review for a development project that creates or results in an increase of 50 or more dwelling units or guest rooms.

Pursuant to LAMC Section 12.37.1.3, a Waiver of Dedication and Improvements to the Public Right of Way along Bronson Avenue and Carlos Avenue.

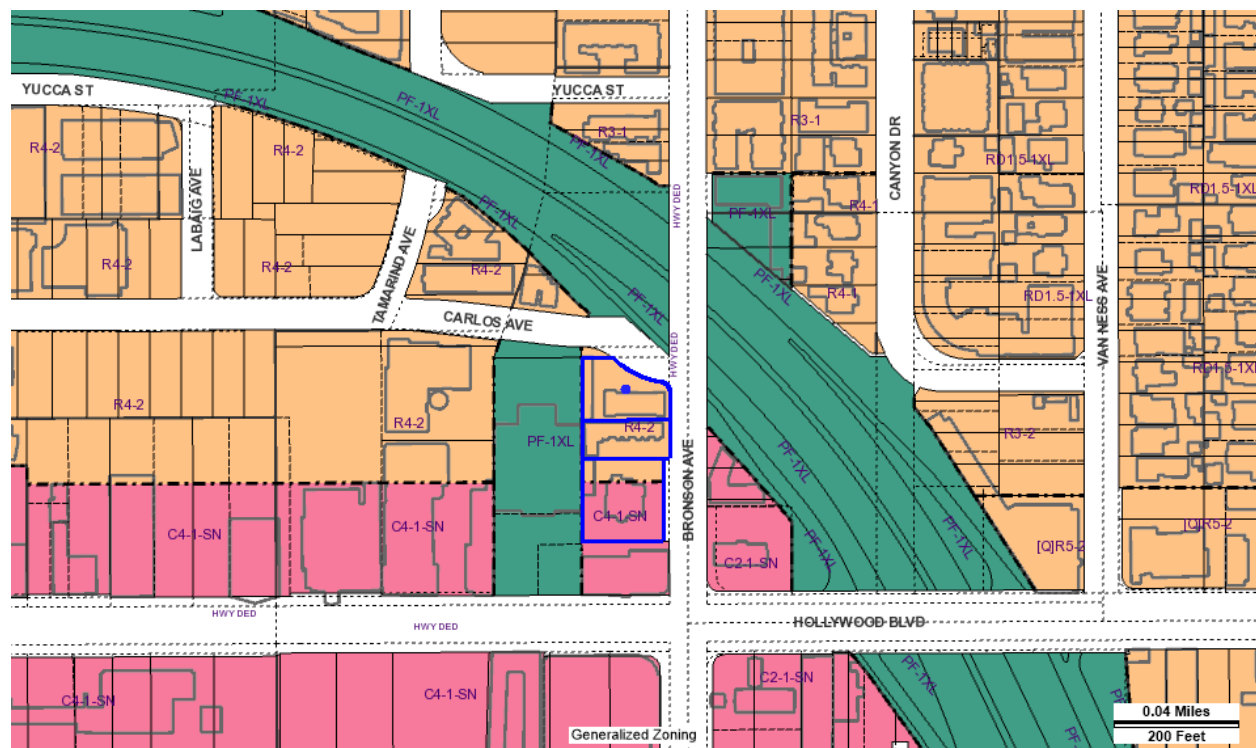
Background

The subject property is comprised of three (3) lots resulting in approximately 38,826 square feet of lot area with a 248-foot frontage along Bronson Avenue and a 148-foot frontage along Carlos Avenue.

The property is currently vacant on two (2) parcels and the southern parcel is currently improved with the Lombardi House including a two-story residential building and a barn which will remain on the subject property. The residence was originally built as a single-family dwelling between 1904 – 1905. The Lombardi House will remain on-site and will not be altered.

The subject property is zoned C4-1-SN and R4-2 within the Hollywood Community Plan Area. The subject site is located within a Transit Priority Area in the City of Los Angeles (ZI-2452), Redevelopment Project Area: Hollywood, Sign District: Hollywood Signage (CRA Area), Sign District: Hollywood Signage (Media District), Freeway Adjacent Advisory Notice for Sensitive Uses, Hollywood Redevelopment Project Area Individual Historic Resources, and a State Enterprise Zone: Los Angeles (ZI-2374). The site is located 0.83 kilometers from the Hollywood Fault. The project is located within a Special Grading Area.

General Land Use Designation



The Hollywood Community Plan designates the subject property for Highway Oriented Commercial and High-Density Residential land uses with corresponding zones of C1, C2, P,

RAS3 and RAS4 and corresponding zone of R4, and [Q]R5 respectively. The subject property is zoned C4-1-SN and R4-2. Community Plan Footnote 12 limits floor area ratio ("FAR") to 1.5 to 1 for properties zoned Highway Oriented Commercial within the Hollywood Redevelopment Project Area. Additionally, the Redevelopment Plan imposes a maximum FAR of 3 to 1 for commercially designated properties other than the Regional Center Commercial land use designation. The Redevelopment Plan does not regulate FAR for residential land use designations but does restrict residential density in residential land use designations.

Zone	Lot Area Square Footage	Buildable Area	FAR	By-Right Floor Area
R4-2	25,610 sq. ft.	21,627 sq. ft.	6:1	129,762 sq. ft.
C4-1-SN	13,216 sq. ft.	13,216 sq. ft.	1.5:1	19,824 sq. ft.
Total	38,826 sq. ft.	34,843 sq. ft.	N/A	149,586 sq. ft.

Surrounding Properties:

Surrounding properties are developed with a mix of residential, commercial retail/restaurant, commercial office, and public facilities uses. To the west, abutting the project site, land uses include the Los Angeles County Superior Courthouse. The project site is bordered to the north by multi-family housing. To the east, across Bronson Avenue, uses include multi-family residential, commercial and the Hollywood 101 Freeway. To the south of the project site, land uses include various commercial uses, including a fast-food restaurant, a gas station, a two-story self-storage facility, and a liquor store.

Streets and Circulation:

Bronson Avenue, adjoining the property to the east, is a designated Modified A venue III dedicated to a varying width of 60 to 69-feet and is improved with asphalt roadway, curb, gutter, concrete sidewalks, and street trees

Carlos Avenue, adjoining the property to north, is a Local Street dedicated to a varying width of 48 to 54 feet and is improved with asphalt roadway, curb, gutter, and concrete sidewalks.

Relevant Cases:

Subject Property:

Case No. DIR-2014-3609-SPR – On May 12, 2015, the Director of Planning approved a Site Plan Review for the development of 89 dwelling units, 75,098 square feet of floor area, 15,269 square feet of open space and common amenities, 131 vehicle parking spaces in a three-level subterranean garage plus one ground level garage, 98 bicycle parking spaces, within a building measuring 92 feet to the top of the parapet.

Surrounding Properties:

The following relevant cases were identified to be within a 1,000-foot radius of the project site and filed within the past 10 years:

Case No. CPC-2015-1922-GPA-VZC-HD-CUB-DB-SPR – At its meeting on August 9, 2018, the City Planning Commission approved the development of 299 residential apartment units including 269 market rate units 15 affordable housing units at the Very Low Income level and 15 units for workforce housing; approximately 46,110 square feet of commercial space comprised of 38,440 square feet of office space, approximately 3,700 square feet of ground floor restaurant space, and approximately 3,970 square feet of ground floor community serving retail space (including up

to a 1,475 square foot coffee shop); and approximately 18,962 square foot public park on the north side of the Project Site along Gordon Street, located at 5929 – 5945 West Sunset Boulevard.

Case No. DIR-2015-622-SPP-DB – On May 16, 2016, the Director of Planning approved a Project Permit Compliance Review for an after-the fact demolition of an existing single-family residence; and the construction, use and maintenance of a new four-story, 14-unit apartment building with subterranean parking, that will be 43-feet 6-inches in height with a total floor area of 14, 711 square feet and approved three (3) incentives requested by the applicant for a project totaling 14 dwelling units, reserving two (2) units for Very Low Income household occupancy for a period of 55 years, with the following requested incentives: a. Yard/Setback. A 20 percent decrease in the required depth of the front yard as required by Subarea A of the Vermont/Western Station Neighborhood Area Plan (SNAP), thereby allowing 24-feet in lieu of the required 30-feet; and b. Yard/Setback. A 20 percent decrease in the required width of the northerly side yard, thereby allowing 5 feet 8 inches in lieu of the required 7 feet. c. Height. A 3.4% percent increase in the maximum permissible building height, allowing 43-feet 6-inches feet in height in lieu of the required 42.1-feet, located at 1755 Canyon Drive.

Case No. DIR-2014-4287-DB-SPR-SPP– On April 15, 2016, the Director of Planning approved a Density Bonus Compliance Review pursuant to Section LAMC 12.22-A.25 to allow the construction of a 7-story, 86-foot tall mixed-use building totaling 168,956 square feet with 161 dwelling units. The project will reserve 11 percent, or 14 dwelling units, of the 119 total base dwelling units permitted on the site for Very Low Income tenant/owners for a period of 55 years. The following Density Bonus On-Menu Incentives are approved: a. Floor Area Ratio. A 35 percent increase in the allowable Floor Area Ratio allowing a total Floor Area Ratio of 3.64: 1 in lieu of 3: 1; b. Building Height. An 11-foot increase in height allowing a building height of 86 feet in lieu of the 75 feet maximum in the Vermont/Western Station Neighborhood Area Specific Plan; and Approve a Site Plan Review for the construction of an approximately 168,956 square foot development containing 161 units of housing and 5,723 square feet of commercial retail in an 86-foot tall, 7-story building; and Approve with Conditions a Project Permit Compliance Review to allow the demolition of two commercial buildings and the construction, use and maintenance of a 7-story building containing 161 residential dwellings, including five live/work units with ground-floor retail space fronting on Hollywood Boulevard in Subarea C of the Vermont/Western Station Neighborhood Area Plan, located at 5732-5766 Hollywood Boulevard.

Case No. DIR-2014-1998-DB – On September 3, 2014, approved two incentives 1) Floor Area Ratio. A 35 percent increase in the allowable Floor Area Ratio (FAR) allowing a total FAR of 2.7:1 or 24,498 square feet and 2) Height. An 11-foot increase from the height requirement allowing a maximum of 56 feet. requested by the applicant for a project containing 21 units, reserving at least 11 percent, or 2 dwelling units for Very Low Income household occupancy for a period of 30 years, located at 5842 West Carlton Way.

Density Bonus/Affordable Housing Incentive Program

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

Density

By setting aside 11% of its base density units for Very Low Income Households, LAMC Section 12.22-A,25 allows a maximum 35% increase in the number of permitted residential units. The C4-1-SN and R4-2 zones establishes a density ratio of one (1) dwelling unit per 400 square feet of lot area. At 38,826 square feet in size the of the property has a base density of 98 units (38,826 square feet of lot area divided by 400 square feet and rounded up). The 35% density bonus entitles the project to an increase of 34 units for a total of 132 residential units. As such, the applicant is utilizing the Density Bonus Affordable Housing Incentives Program for increased density to allow the proposed 128 units. The four (4) existing units of the Lombardi House will remain on-site resulting in a total of 132 units on the subject property.

Table 1: Density Bonus Percentages

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

Automobile Parking

Automobile Parking will be provided in compliance with California Government Code Section 65915, the project would be required to provide 0.5 automobile parking spaces per dwelling unit in exchange for setting aside 11% of the base density for Very Low Income Households, which results in a requirement of 64 parking spaces for the residential units. As proposed, the project will provide a total of 134 automobile parking spaces.

Incentives

Pursuant to the LAMC Section 12.22-A,25 and California Government Code Section 65915, a project which reserves a minimum of 10 percent of the base density for Very Low Income Households is entitled to two (2) Incentives. The proposed project will set aside over 10 percent of the base number of units (98 units) for Very Low Income Households which results in 11 units to be restricted affordable units. Accordingly, the project has requested the following two (2) Incentives:

Averaging of Floor Area, Density, Open Space, and Parking (On-Menu Incentive) – The subject property is zoned R4-2 and C4-1-SN and is comprised of three (3) contiguous parcels. Pursuant to LAMC Section 12.22.A,25(f)(8) the project request includes an On-Menu incentive to permit averaging of floor area, density, open space, and parking. In this case, the project has requested an On-Menu Incentive to allow the averaging of the FAR increasing the floor area which allow for a larger construction envelope, the to accommodate the affordable units.

Floor Area Ratio (Off-Menu Incentive) – The subject property is zoned R4-2 and C4-1-SN. The Hollywood Redevelopment Plan limits the FAR of 1.5 to 1 in the C4 zone. Pursuant to LAMC Section 12.22-A.25(g)(3), the project is requesting an Off-Menu Incentive for an increase in the FAR of the project site. In this case, the project has requested an Off-Menu Incentive to allow an increase in the FAR for the entire project site for an FAR of 6.74 to 1.

Waiver of Development Standards

Government Code Section 65915(e)(1) provides that “[i]n no case may a city, county, or city and county apply any development standard that will have the effect of physically precluding the construction of a development meeting the criteria of subdivision (b) at the densities or with the concessions or incentives permitted by this section. Subject to paragraph (3), an applicant may submit to a city, county, or city and county a proposal for the waiver or reduction of development standards that will have the effect of physically precluding the construction of a development meeting the criteria of subdivision (b) at the densities or with the concessions or incentives permitted under this section, and may request a meeting with the city, county, or city and county.”

Per California Government Code Section 65915(e)(1) and Section 12.25-A.25(g) of the LAMC, a Housing Development Project may also request other “waiver(s) or reduction(s) of development standards that will have the effect of physically precluding the construction of a development meeting the [affordable set-aside percentage] criteria...at the densities or with the concessions or incentives permitted under [State Density Bonus Law]”. In addition to the Off-Menu Incentives, the project has requested two (2) Waiver of Development Standards, as follows:

Side Yards – The subject property is zoned R4-2 and C4-1-SN. Pursuant to LAMC Sections 12.16.C.2 and 12.11. C.2, the underlying zones requires the project to provide 16-foot side yards. The project request includes a waiver of development standard to allow for the elimination of the required side yards along Bronson Avenue and the property's interior lot line in lieu of the otherwise required 16-foot side yards at both locations. In this case, the project has requested a waiver of the required yards to provide a zero-foot west side yard and a 6-foot east side yard, which allow for a larger construction envelope, to accommodate the affordable units. Such a requirement for the required yards would physically preclude the construction of the development at the approved density or with the concessions or incentives granted as part of the project.

Building Line Separation – The subject property is zoned R4-2 and C4-1-SN. Pursuant to LAMC Section 12.21.C.2, the project is required to provide 54 feet of building separation. The project request includes a waiver of development standard to allow for the reduction in building separation of 13 feet in lieu of the otherwise required 54 feet. In this case, the project has requested a waiver of the required building separation, which allow for a larger construction envelope, to accommodate the affordable units. Such a requirement for the required building line separation would physically preclude the construction of the development at the approved density or with the concessions or incentives granted as part of the project.

Density Bonus Housing Replacement Requirement

The Housing Crisis Act of 2019 (SB 330) prohibits the approval of any proposed housing development project on a site that will require the demolition of existing residential dwelling units or occupied or vacant “Protected Units” unless the project replaces those units. The replacement requirements are applicable to those proposed housing development projects that submit a complete application pursuant to California Government Code Section 65943 to the Department of City Planning on or after January 1, 2020.

On December 1, 2021, the Los Angeles Housing Department (LAHD) determined that 11 units need to be replaced with equivalent type, with eight (8) units restricted to Very Low Income Households and three (3) unit(s) restricted to Low Income Households pursuant to the requirements of SB 330. Further, LAHD determined that there were 16 existing residential dwelling units that were Ellised within the last (10) years. The provisions of SB 330 apply to the subject property; therefore 11 SB 330 replacement affordable units are required, and five (5) units are determined as Market Rate RSO units. The project will provide 11 units set aside for Very Low Income Households as required for the density bonus.

Public Hearing

A joint Public Hearing was held with the Deputy Advisory Agency and the Hearing Officer for Case No. CPC-2021-1557-DB-SPR-HCA on March 23, 2022, at 10:30 a.m., via Teleconference.

The hearing was attended by approximately 22 people, including the applicant, the applicant's representative, and members of the public.

The applicant's representative presented the project.

Comments were made by Tommy Valvi, in opposition stating that the developers should work with the local workforce.

Omar Galindo, on behalf of UA Plumbers Local 78, stated that the union does not support the project and that the developers should commit to using local workers.

Comments were made by Kevin Carmichael, on behalf of CREED LA opposing the project stating that the project does not qualify for a Class 32 Categorical Exemption and urged the City to continue the project and remand the project to staff to prepare an EIR.

Comments were made by Cory Smith, Deputy Director of Housing Action Coalition, in support of the proposed project.

Comments were made by Derek Sanders, Resident, in support of the proposed project.

Comments were made by Zach on behalf of CREED LA in opposition of the project stating that the project would cause a significant impact to traffic and emergency response.

Comments were made Godfrey on behalf of CREED LA in opposition of the proposed project, stating that the project will have a negative impact on the residents.

Ray, on behalf of a church, stated that the developer should choose to bring in the hard working people of Los Angeles.

Comments were made by Amalia Fuentes of Lozeau | Drury LLP on behalf of SAFER, opposing the project because the project the project is not allowed to utilize a Class 32 Exemption and an EIR needs to be circulated.

Comments were made by Alex Richmond in support of the proposed project because the project would be a development with a mix of units on a vacant site.

George, of SWRRC in support of the project for creating good paying jobs for the community.

Doug Haines, in opposition of the project, stating that the Hollywood Redevelopment Plan limits density increase to 30 percent and the Plan supersedes the State Density Bonus law. Housing incentive units should not be granted in a very high designation such as the project site. The Plan limits the FAR to 4.5 to 1 with an increase to not exceed 6 to 1. Off menu incentives are only allowed for incentives that are not on the menu and side yard reductions should be on menu with a maximum 20 percent reduction. A 24-story building with the notion that they would be no construction impacts is “silly” and the use of a Categorical Exemption is “non-sensical”. The project is not near public transit Vine and Western stations are more than a half mile away.

Sean, on behalf of CREED LA in opposition of the project, stated that the project needs to be reconsidered. A 24-story building would have impacts whether or not it is in fill is irrelevant.

Marco Rodriguez, resident opposing the project stated that the project would “stick out like a sore thumb” and would probably contribute to an “insane” amount of traffic on Bronson and Hollywood. “More than 100 units is not a good idea.”

Comments were made by Laura, resident, stating that there are no benefits to the immediate community. Current residents won’t have a view since all they would see is the building. There would be traffic impacts. There are homeless communities in the area that is not addressed and 11 affordable units of 128 is not significant.

At the close of the public hearing, the Hearing Officer announced the June 23, 2022, tentative date for the City Planning Commission meeting, and encouraged all interested parties to send an email to the assigned Planner in order to receive future notification and determinations on the proposed project.

Public Correspondence

Two (2) correspondence was received from Supporters Alliance for Environmental Responsibility (SAFER) requesting that the City of Los Angeles (“City”) send by electronic mail, if possible or U.S. mail notice of any and all actions or hearings related to activities undertaken, authorized, approved, permitted, licensed, or certified by the City; and regarding the CEQA Class 32 (In-fill Development) Categorical Exemption prepared for the proposed Project.

Correspondence dated March 23, 2022, was received from Mitchell M. Tsai Attorneys for Southwest Regional Council of Carpenters stating that “the Southwest Carpenters would like to express their support for this Project. After received clarification and further information about this Project, SWRCC believes that this Project will benefit the environment and the local economy by utilizing a local skilled and trained workforce and will be built utilizing protocols that will protect worker health and safety.”

Correspondence dated March 23, 2022, was received from Kevin Carmichael, on behalf of Coalition for Responsible Equitable Economic Development Los Angeles (“CREED LA”), with “comments for consideration by the City of Los Angeles (“City”) Department Of City Planning, Subdivisions and Hearing Officer (“Hearing Officer”) on Agenda Item 2 at the March 23, 2022 hearing for the Vesting Tentative Tract Map 1 (“VTTM”) for the Bronson Residential Tower Project (“Project”) (VTT-83510-CN-HCA, CPC-2021-6886-DB-SPR-WDI-HCA, ENV-2021-6887-CE) proposed by 1717 Bronson LLC (“Applicant”). These comments also address the City’s Categorical Exemption Document (“Categorical Exemption” or “CE”), which incorrectly proposes to exempt the Project from environmental review pursuant to the California Environmental Quality Act (“CEQA”).”

Correspondence dated March 23, 2022, was received from Mitchell M. Tsai Attorneys for Southwest Regional Council of Carpenters, requesting “that the Lead Agency provide notice for any and all notices referring or related to the Project issued under the California Environmental Quality Act (“CEQA”), Cal Public Resources Code (“PRC”) § 21000 et seq, and the California Planning and Zoning Law (“Planning and Zoning Law”), Cal. Gov’t Code §§ 65000–65010. California Public Resources Code Sections 21092.2, and 21167(f) and Government Code Section 65092 require agencies to mail such notices to any person who has filed a written request for them with the clerk of the agency’s governing body. The City should require community benefits such as requiring local hire and use of a skilled and trained workforce to build the Project. The City should require the use of workers who have graduated from a Joint Labor Management apprenticeship training program approved by the State of California, or have at least as many hours of on-the job experience in the applicable craft which would be required to graduate from such a state approved apprenticeship training program or who are registered apprentices in an apprenticeship training program approved by the State of California.”

Correspondence dated March 20, 2022, was received from Casey Maddren, Citizens for a Better Los Angeles, in opposition of the project stating that; “there are a number of problems with the application as it currently stands, and with the requested entitlements. To briefly state the issues: 1. The project does not qualify for a categorical exemption. City Planning determined that a smaller project previously proposed for the same site required an MND. 2. The number of affordable units proposed does not satisfy the legal requirement for replacement units. There were previously at least 16 RSO units on the site, and possibly as many as 20 RSO units. 3. The City cannot make the findings required to approve a site plan review. 4. The requested 6.74 FAR is not permitted under Hollywood Redevelopment Plan. 5. Because the project is in close proximity to the Hollywood Freeway, the project will expose future residents to well-documented health risks for persons living near high-traffic corridors.”

Correspondence dated March 15, 2022, was received from Sheila Sannadan, Adams Broadwell Joseph & Cardozo writing on behalf of Coalition for Responsible Equitable Economic Development (“CREED LA”) to request immediate access to any and all public records referring or related to the 1715 N. Bronson Avenue Project (ENV-2021- 6887-CE; VTT-83510-CN-HCA; CPC-2021-6886-DB-SPR-WDI-HCA) (“Project”), proposed by 1717 Bronson LLC and immediate access to all documents referenced in the CEQA Categorical Exemption document for the Project.

Correspondence dated February 21, 2022, were received from The Hollywood United Neighborhood Council (HUNC) stating that “at their regularly scheduled meeting on February 14, 2022 reviewed this project and voted to oppose the project as proposed and the precedence that it sets for the height, placement/siting and density of this of project. HUNC understands the limited impact on our scope of influence over these kinds of projects due to the California State ordinances. With that in mind, we request the project be conditioned as follows: • Due to the safety concerns of the Bronson Avenue and Hollywood Blvd. intersection and specifically, the fact that turning left at Hollywood from Bronson to access the Hollywood Freeway is a major problematic intersection, construction to be managed in such a way that two lanes of Bronson are kept open at all times and that there is no staging of construction equipment on Bronson. • Traffic lanes and protocols be set up to safely manage bicycle use in and out of and around the project. • Due to environmental concerns regarding air quality and the need for tree canopy over sidewalks and wildlife protection (specifically birds that may interfere with the building windows) that native California vegetation be used throughout the project. • The number of affordable housing units be increased to 16 to offset the 16 affordable housing units that were torn down. The units to be RSO units to replace those taken off due to the exercise of the Ellis Act options by the applicant. • All leases to contain clauses forbidding the use of the apartments as AirBnB’s, short term rentals or extended stay.”

Issues

The following includes a discussion of issues and considerations related to the project. These discussion points were either identified during the design review process with the Urban Design Studio's Professional Volunteer's Program (PVP), at the public hearing held on March 23, 2022, or in discussions with the applicant.

Professional Volunteer's Program (PVP)

The proposed project was reviewed by PVP on March 15, 2022. The following includes a list of comments provided by PVP;

- Pedestrian First Design.
The applicant should consider eliminating one or two stories of parking proposed above grade.

Applicant's Response - The above-grade parking has been designed consistent with the City of Los Angeles' ("City's") above-grade parking advisory design strategies. An additional layer of subterranean parking would be financially infeasible. The Property's zoning designation does not require subterranean parking. Similarly, the Los Angeles Municipal Code's ("LAMC's") development regulations do not require subterranean parking or prohibit above-grade parking. In recognition of non-existent regulatory authority, the City has incentivized subterranean parking in various Community Plan Implementation Overlay ("CPIO") districts by providing floor area bonuses. Such incentives are not currently available in the Hollywood Community Plan. Further, the parking reductions offered by the State Density Bonus Law are permissive. California Government Code Section 65915(p)(1) expressly states in pertinent part "upon the request of the developer, a city...shall not require a vehicular parking ratio...that exceeds the following ratios:" Section 65915(p) then goes on to set various parking ratios that act as a ceiling limiting the City's authority to require, and simultaneously as a floor, which a developer cannot go below. Section 65915(p) does not state that a developer must provide parking consistent with these floors.

- 360 Degree Design
Much more detail will be needed to convey the materiality of the podium parking screening; please refer to the Above Grade Parking Advisory and provide % openings in perforated metal, barriers.

Applicant's Response - We want to be able to keep these parking levels naturally ventilated to avoid energy use for ventilation. That said we understand and agree with the intent of the Above Grade Parking Advisory's requirements which is why we are bringing the same cladding from the tower down over the podium to as much as possible. That said there are areas that we are using perforated metal to allow for ventilation. As we develop the design in future phases, we will study the amount of opening needed for ventilation and adjust the perforated features accordingly without compromising the intent of the Above Grade Parking Advisory.

Separation between Lombardi House and project isn't delineated and this is an important transition that must be carefully considered and landscaped appropriately.

Applicant's Response - We agree with this comment.

There's no narrative that links the project with the Lombardi House--or any apparent relationship between the sites, whether as a cohesive campus or screened-off by vegetation/fencing.

Applicant's Response - Noted. we appreciate the comment and will explore opportunities to develop a narrative. Please see note above.

Some softer and more inviting treatment should be made of the west wall of the podium; while it's at the property line, the Superior Court will likely remain for a long time--so this will be the view while walking down Carlos for the foreseeable future.

Applicant's Response - As noted, this is a lot line wall, and per California Building Code requirements we would like to keep solid. This wall is the base / podium for the tower which will be the prominent feature viewed walking down Carlos. Like many instances in Hollywood and Downtown Los Angeles, we may consider the wall as an opportunity for an artist mural. Also please note that we propose major landscaping on the podium, improving and softening both the west and the south top edge of the podium.

- Climate Adapted Design

There is no form of brise-soleil or other solar shading devices proposed for the south- and west-facing glass walls, or any response to solar orientation with the project's only deeply recessed balconies that could provide shade facing east (at the double height lounges).

Applicant's Response - We will be using a performance-based energy calculation model to optimize and minimize fossil fuel energy use for the tower. Low energy insulated glazing unit will be used for the façade and all units will have shades to lower solar heat gain. In addition to the solar orientation, we continue to evaluate wind and noise mitigation for the tower's optimal performance and the resident's comfort.

If the trees along the boundary between the two sites were preserved at least there would be a visual separation; either connect the two with an integrated landscape treatment or at least maintain a framing for the Lombardi House that is more respectful than the solid wall proposed.

Applicant's Response - We will address the landscaping in the area between the tower and the Lombardi house in more detail, as stated above.

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

Conclusion

Staff recommends that the City Planning Commission find, based on its independent judgment, after consideration of the entire administrative record, that the project is categorically exempt from CEQA, and approve the requested Density Bonus, On-Menu and Off-menu Incentives, the requested Waiver of development standards, the requested Site Plan Review and the requested Waiver of Dedication and Improvements.

CONDITIONS OF APPROVAL

Pursuant to Sections 12.22-A.25, 16.05 and 12.37.1.3, of the Los Angeles Municipal Code, the following conditions are hereby imposed upon the use of the subject property:

Development Conditions:

1. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the architectural plans, renderings, and materials submitted by the Applicant, dated May 11, 2021, stamped "Exhibit A," and attached to the subject case file. Minor deviations may be allowed in order to comply with the provisions of the LAMC or the project conditions. Changes beyond minor deviations required by other City Departments or the LAMC may not be made without prior review by the Department of City Planning, Expedited Processing Section, and written approval by the Director of City Planning. Each change shall be identified and justified in writing.
2. **Residential Density.** The project shall be limited to a maximum density of 132 dwelling units. 128 new dwelling units and four (4) existing dwelling units.
3. **Affordable Units.**
 - a. A minimum of 11 dwelling units, or 11% of the base dwelling units, shall be reserved for Very Low Income Households, as defined by Government Code Section 65915(C)(2).
 - b. **Changes in Restricted Units.** Deviations that increase the number of restricted affordable units or that change the composition of units or change parking numbers shall be consistent with LAMC Section 12.22-A.25.
4. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing Department (LAHD) to make 11% of the site's base density units available to Very Low Income Households. Enforcement of the terms of said covenant shall be the responsibility of LAHD. 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 LAHD. Refer to the Density Bonus Legislation Background section of this determination.
5. **Incentives.**
 - a. **Floor Area Ratio, and Density Averaging and Vehicular Access.** The project shall be permitted the averaging of FAR, density, open space, and permit vehicular access across the entirety of the site. The total floor area shall not exceed 234,745 square feet.
 - b. **FAR.** The project shall be permitted a maximum FAR of 6.74:1.
6. **Waivers.**
 - a. **Side Yards.** The project shall be permitted a 0-foot west side yard and a 6-foot east side yard.

- b. **Building Line Separation.** The project shall be permitted a building separation of 13 feet in lieu of the otherwise required 54 feet.

7. **Open Space.**

- a. The project shall be required to provide open space pursuant to LAMC section 12.21-G.
- b. The project shall be prohibited from providing private and common open space facing the adjacent freeway.

8. **Parking.**

- a. Residential parking shall be provided in compliance with California Government Code Section 65915, the project would be required to provide 0.5 automobile parking spaces per dwelling unit. Commercial parking shall be in conformance with the Municipal Code and to the satisfaction of the Department of Building and Safety. No variance from the parking requirements has been requested or granted herein.
- b. **Unbundling.** Required parking may be sold or rented separately from the units, with the exception of all Restricted Affordable Units which shall include any required parking in the base rent or sales price, as verified by LAHD.
- c. **Adjustment of Parking.** In the event that the number of Restricted Affordable Units should increase or the composition of such units should change (i.e. the number of bedrooms, or the number of units made available to Senior Citizens and/or Disabled Persons), and no other Condition of Approval or incentive is affected, then no modification of this determination shall be necessary, and the number of parking spaces shall be re-calculated by the Department of Building and Safety based upon the ratios set forth pursuant to LAMC Section 12.22-A,25.
- d. **Bicycle Parking.** Bicycle parking shall be provided in compliance with the Los Angeles Municipal Code, Section 12.21-A,16 and to the satisfaction of the Department of Building and Safety.

9. **Parking Structure Design.**

- a. Facades of parking structures shall be screened to minimize their visual impact on the public realm, consistent with the Commission's Above Grade Parking Advisory.
- b. Any above ground parking structure shall be designed to be utilized and easily repurposed to other uses. The conversion of floor area from parking into new uses may be subject to additional discretionary actions.
- c. Above ground parking structures shall have flat parking levels, not including the driveway ramps.
- d. The height of the above ground parking levels shall have sufficient clearance to be adaptable to non-parking uses.

Site Plan Review

10. **Landscaping.**

- a. All open areas not used for buildings, driveways, parking areas, or recreational facilities or walks shall be attractively landscaped and maintained in accordance with a landscape development plan and an automatic irrigation plan, prepared by a licensed Landscape Architect and to the satisfaction of the decision maker.
 - b. All planters containing trees shall have a minimum depth of 48 inches (48")
- 11. **Solar Panels.** The project shall comply with the Los Angeles Municipal Green Building Code, Section 99.05.211, to the satisfaction of the Department of Building and Safety.
 - 12. **Electric Vehicle Parking.** All electric vehicle charging spaces (EV Spaces) and electric vehicle charging stations (EVCS) shall comply with the regulations outlined in Sections 99.04.106 and 99.05.106 of Article 9, Chapter IX of the LAMC.
 - 13. **Lighting.** Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties, the public right-of-way, nor from above.
 - 14. **Graffiti.** All graffiti on the site shall be removed or painted over to match the color of the surface to which it is applied within 24 hours of its occurrence.
 - 15. **Mechanical Equipment.** All mechanical equipment on the roof shall be screened from view.
 - 16. **Maintenance.** The subject property (including all trash storage areas, associated parking facilities, sidewalks, yard areas, parkways, and exterior walls along the property lines) shall be maintained in an attractive condition and shall be kept free of trash and debris.

Waiver of Dedication and Improvements

- 17. **Waiver of Dedication.** No dedication or sidewalk widening shall be required along Bronson Avenue and Carlos Avenue.
- 18. **Improvements.** All improvements otherwise required by the Bureau of Engineering or other agencies shall be provided.

Administrative Conditions

- 19. **Approvals, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, reviews or approval, plans, etc, as may be required by the subject conditions, shall be provided to the Department of City Planning for placement in the subject file.
- 20. **Code Compliance.** All area, height and use regulations of the zone classification of the subject property shall be complied with, except wherein these conditions explicitly allow otherwise.
- 21. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assign. The agreement must be submitted to the Department of City Planning for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Department of City Planning for attachment to the file.

22. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public offices, legislation or their successors, designees or amendment to any legislation.
23. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.
24. **Building Plans.** A copy of the first page of this grant and all Conditions and/or any subsequent appeal of this grant and its resultant Conditions and/or letters of clarification shall be printed on the building plans submitted to the Development Services Center and the Department of Building and Safety for purposes of having a building permit issued.
25. **Corrective Conditions.** The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the City Planning Commission, or the Director pursuant to Section 12.27.1 of the Municipal Code, to impose additional corrective conditions, if, in the Commission's or Director's opinion, such conditions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.
26. **Expedited Processing Section.** Prior to the clearance of any conditions, the applicant shall show proof that all fees have been paid to the Department of City Planning, Expedited Processing Section.
27. **Indemnification and Reimbursement of Litigation Costs.**

Applicant shall do all of the following:

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

not relieve the applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (b).

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

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

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

For purposes of this condition, the following definitions apply:

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

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

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

FINDINGS

Density Bonus/Affordable Housing Incentives / Waivers Compliance Findings

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

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

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

Averaging of Floor Area, Density, Open Space, and Parking (On-Menu Incentive) – The subject property is zoned R4-2 and C4-1-SN and is comprised of three (3) contiguous parcels. Pursuant to LAMC Section 12.22.A,25(f)(8) the project request includes an On-Menu incentive to permit averaging of floor area, density, open space, and parking. In this case, the project has requested an On-Menu Incentive to allow the averaging of the FAR increasing the floor area which allow for a larger construction envelope, the to accommodate the affordable units.

Floor Area Ratio (Off-Menu Incentive) – The subject property is zoned R4-2 and C4-1-SN. The Hollywood Redevelopment Plan limits the FAR of 1.5 to 1 in the C4 zone. Pursuant to LAMC Section 12.22-A,25(g)(3), the project is requesting an Off-Menu Incentive for an increase in the FAR of the project site. In this case, the project has requested an Off-Menu Incentive to allow an increase in the FAR for the entire project site for an FAR of 6.74 to 1.

The project provides 11% of the base units for Very Low Income Households as a means to qualify for the 35% Density Bonus and the requested Incentives. The requests will allow the developer to expand the building envelope so the additional and affordable units can be constructed, and the overall space dedicated to residential uses is increased. The increase in FAR and the averaging of FAR, density, open space, and permit vehicular access across the entirety of the site will allow for the construction of additional units that will result in a reduction in the cost of constructing affordable housing. These Incentives support the applicant's decision to set aside 10 dwelling units for Very Low Income Households for 55 years.

- b. ***The incentives or waivers will have a specific adverse impact upon public health and safety or the physical environment, or on any real property that is listed in the California Register of Historical Resources and for which there are no feasible method to satisfactorily mitigate or avoid the Specific Adverse Impact without rendering the development unaffordable to Very Low, Low and Moderate Income households.***

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

c. *The waiver[s] or reduction[s] of development standards will not have the effect of physically precluding the construction of a development meeting the [affordable set-aside percentage] criteria of subdivision (b) at the densities or with the concessions or incentives permitted under [State Density Bonus Law]” (Government Code Section 65915(e)(1)*

A project that provides at least 5 percent of its base density for Very Low Income Households may request other “waiver[s] or reduction[s] of development standards that will have the effect of physically precluding the construction of a development meeting the [affordable set-aside percentage] criteria of subdivision (b) at the densities or with the concessions or incentives permitted under [State Density Bonus Law]” (Government Code Section 65915(e)(1)).

Pursuant to LAMC Sections 12.16.C.2 and 12.11. C.2, the site requires side yard setbacks not less than 16 feet. The proposed project is a 24-story residential building, therefore has requested a 100% reduction to allow for a zero west side yard setback in lieu of the 16 feet required side yard setback. Additionally, the request includes a six-foot easterly side yard setback in lieu of the required 16-foot side yard.

Pursuant to LAMC Section 12.21.C.2, the project is required to provide 54 feet of building separation. The project request includes a waiver of development standard to allow for the reduction in building separation of 13 feet in lieu of the otherwise required 54 feet.

As proposed, the granting of these waivers will allow for the development of the proposed residential building with the inclusion of the affordable residential units given the quantity of units allowed under the density bonus and within the 6.74 to 1 floor area ratio granted under the Incentives. As presented by the applicant, without the waivers for the separations and setbacks the building would lose 1,360 square feet physically preventing the construction of the proposed floor area and units described in the plans.

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

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

Site Plan Review Findings

2. The project is in substantial conformance with the purposes, intent and provisions of the General Plan, applicable community plan, and any applicable specific plan.

The Los Angeles General Plan sets forth goals, objectives, and policies that guide both Citywide and community specific land use policies. The General Plan is comprised of a range

of State-mandated elements, including, but not limited to, Land Use, Housing, Transportation/Mobility, Noise, and Safety. Each of these Elements establishes policies that provide for the regulatory environment in managing the City and for addressing environmental concerns and problems. The majority of the policies derived from these Elements are in the form of Code Requirements of the Los Angeles Municipal Code. The City's Land Use Element is divided into 35 community plans that establish parameters for land use decisions within those sub-areas of the City. While the General Plan sets out a long-range vision and guide to future development, the 35 Community Plans provide the specific, neighborhood-level detail, relevant policies, and implementation strategies necessary to achieve the General Plan objectives. The project site is located in the Hollywood Community Plan area and is not subjected to any applicable specific plans.

Hollywood Community Plan

The subject property is located within the Hollywood Community Plan which was updated by the City Council on December 13, 1988. The Hollywood Community Plan designates the subject property for Highway Oriented Commercial and High-Density Residential land uses with corresponding zones of C1, C2, P, RAS3 and RAS4 and corresponding zone of R4, and [Q]R5 respectively. The subject property is zoned R4-2 and C4-1-SN. The proposed project advances the following objectives of the Community Plan:

Objective 1: To coordinate the development of Hollywood with that of other parts of the City of Los Angeles and the metropolitan area.

To further the development of Hollywood as a major center of population, employment, retail services, and entertainment; and to perpetuate its image as the international center of the motion picture industry.

Objective 3: To make provision for the housing required to satisfy the varying needs and desires of all economic segments of the Community, maximizing the opportunity for individual choice.

The proposed project furthers the development of Hollywood as a major center of population, employment, retail services, and entertainment by allowing for the development of a residential building with 128 dwelling units, including 11 units reserved for Very Low Income Households on lots zoned for commercial and residential uses. The project increases the housing stock and satisfies the needs and desires of all economic segments of the community by maximizing the opportunity for individual housing choice. Therefore, the project is consistent with the Hollywood Community Plan.

The **Framework Element** for the General Plan (Framework Element) was adopted by the City of Los Angeles in December 1996 and re-adopted in August 2001. The Framework Element provides guidance regarding policy issues for the entire City of Los Angeles, including the project site. The Framework Element also sets forth a Citywide comprehensive long-range growth strategy and defines Citywide policies regarding such issues as land use, housing, urban form, neighborhood design, open space, economic development, transportation, infrastructure, and public services. The Framework Element includes the following goals, objectives and policies relevant to the instant request:

Goal 3A: A physically balanced distribution of land uses that contributes towards and facilitates the City's long-term fiscal and economic viability, revitalization of economically depressed areas, conservation of existing residential neighborhoods, equitable distribution of public resources, conservation of natural resources, provision of adequate infrastructure and public services, reduction of traffic congestion and

improvement of air quality, enhancement of recreation and open space opportunities, assurance of environmental justice and a healthful living environment, and achievement of the vision for a more liveable city.

Objective 3.1: Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.

Policy 3.1.4: Accommodate new development in accordance with land use and density provisions of the General Plan Framework Long-Range Land Use Diagram.

Objective 3.2: Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled, and air pollution.

Policy 3.2.1: Provide a pattern of development consisting of distinct districts, centers, boulevards, and neighborhoods that are differentiated by their functional role, scale, and character. This shall be accomplished by considering factors such as the existing concentrations of use, community-oriented activity centers that currently or potentially service adjacent neighborhoods, and existing or potential public transit corridors and stations.

Policy 3.2.2: Establish, through the Framework Long-Range Land Use Diagram, community plans, and other implementing tools, patterns and types of development that improve the integration of housing with commercial uses and the integration of public services and various densities of residential development within neighborhoods at appropriate locations.

Objective 3.4: Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.

Policy 3.4.1: Conserve existing stable residential neighborhoods and lower-intensity commercial districts and encourage the majority of new commercial and mixed-use (integrated commercial and residential) development to be located (a) in a network of neighborhood districts, community, regional, and downtown centers, (b) in proximity to rail and bus transit stations and corridors, and (c) along the City's major boulevards, referred to as districts, centers, and mixed-use boulevards, in accordance with the Framework Long-Range Land Use Diagram.

The proposed project will result in the development of a residential building that will provide 128 new dwelling units, including 11 units reserved for Very Low Income Households, thereby contributing toward and facilitating the City's long-term economic viability and vision for a more liveable city.

The project site is currently developed with residential structures that will remain on-site on one (1) lot and vacant land on two (2) lots. The development of the site will enable the City to conserve nearby existing stable residential neighborhoods and lower-intensity commercial districts by allowing controlled growth away from such neighborhoods and districts. Therefore, the proposed 128-unit residential building is consistent with the Distribution of Land Use goals, objectives and policies of the General Plan Framework Element.

The **Housing Element** is the City's blueprint for meeting housing and growth challenges. It identifies the City's housing conditions and needs, establishes goals, objectives, and policies to guide future housing decisions, and provides an array of programs to meet Citywide Housing Priorities, including addressing the housing shortage, advancing racial equity and access to opportunity, preventing displacement and promoting sustainability and resilience. The Housing Element includes the following objectives and policies relevant to the instant request:

Goal 1: A City where housing production results in an ample supply of housing to create more equitable and affordable options that meet existing and projected needs.

Objective 1.1: Forecast and plan for existing and projected housing needs over time with the intention of furthering Citywide Housing Priorities.

Policy 1.1.2: Plan for appropriate land use designations and density to accommodate an ample supply of housing units by type, cost, and size within the City to meet housing needs, according to Citywide Housing Priorities and the City's General Plan.

Objective 1.2: Facilitate the production of housing, especially projects that include Affordable Housing and/or meet Citywide Housing Priorities.

Policy 1.2.1: Expand rental and for-sale housing for people of all income levels. Prioritize housing developments that result in a net gain of Affordable Housing and serve those with the greatest needs.

Policy 1.2.2: Facilitate the construction of a range of different housing types that addresses the particular needs of the city's diverse households.

Objective 1.3: Promote a more equitable distribution of affordable housing opportunities throughout the city, with a focus on increasing Affordable Housing in Higher Opportunity Areas and in ways that further Citywide Housing Priorities.

Policy 1.3.1: Prioritize housing capacity, resources, policies and incentives to include Affordable Housing in residential development, particularly near transit, jobs, and in Higher Opportunity Areas.

Policy 1.3.2: Prioritize the development of new Affordable Housing in all communities, particularly those that currently have fewer Affordable units.

Goal 3: A City in which housing creates healthy, livable, sustainable, and resilient communities that improve the lives of all Angelenos.

Policy 3.1.7: Promote complete neighborhoods by planning for housing that includes open space, and other amenities.

Objective 3.2: Promote environmentally sustainable buildings and land use patterns that support a mix of uses, housing for various income levels and provide access to jobs, amenities, services and transportation options.

Policy 3.2.2: Promote new multi-family housing, particularly Affordable and mixed-income housing, in areas near transit, jobs and Higher Opportunity Areas, in order

to facilitate a better jobs-housing balance, help shorten commutes, and reduce greenhouse gas emissions.

The proposed project implements the Housing Element by increasing the housing supply consistent with the High-Density Residential and Highway Oriented Commercial land use designations. The property is currently vacant on two (2) parcels and the southern parcel is currently improved with the Lombardi House including a two-story residential building and a barn which will remain on the subject property. The approval of the request would permit 128 new dwelling units with 11 units set aside for Very Low Income Households. The project would achieve the production of new housing opportunities, meeting the needs of the city, while facilitating the construction of a range of different housing types (one- two – and five-bedroom units) that address the needs of the city's diverse households. Therefore, the project is consistent with the Housing Element goals, objectives and policies of the General Plan.

The **Mobility Element** of the General Plan (Mobility Plan 2035) is not likely to be affected by the recommended action herein. Bronson Avenue, adjoining the property to the east, is a designated Modified A venue III dedicated to a varying width of 60 to 69-feet and is improved with asphalt roadway, curb, gutter, concrete sidewalks, and street trees. Carlos Avenue, adjoining the property to north, is a Local Street dedicated to a varying width of 48 to 54 feet and is improved with asphalt roadway, curb, gutter, and concrete sidewalks.

The project as designed will support the development of these Networks and meets the following goals and objectives of Mobility Plan 2035:

Policy 2.3: Recognize walking as a component of every trip and ensure high-quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.

Vehicular access to the project site will be provided via two (2) driveways off Bronson Avenue and Carlos Avenue. A total of 134 off-street automobile parking spaces will be provided within the parking garage. Pedestrian access will be via Bronson Avenue and Carlos Avenue.

Policy 3.1: Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes - including goods movement - as integral components of the City's transportation system.

Policy 3.3: Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.

Policy 3.7: Improve transit access and service to major regional destinations, job centers, and inter-modal facilities.

Policy 3.8: Provide bicyclists with convenient, secure and well-maintained bicycle parking facilities.

The project will provide a total of 89 long-term bicycle parking spaces will be provided in a bicycle storage room at the ground floor level in storage rooms located within the parking garages to provide bicyclists with convenient, secure, and well-maintained bicycle parking facilities. Short-term bicycle racks will be provided along Bronson Avenue.

Policy 5.4 Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure.

As conditioned, all electric vehicle charging spaces (EV Spaces) and electric vehicle charging stations (EVCS) shall comply with the regulations outlined in Sections 99.04.106 and 99.05.106 of Article 9, Chapter IX of the LAMC.

Therefore, the project is consistent with Mobility Plan 2035 goals, objectives, and policies of the General Plan.

The **Air Quality Element** of the General Plan will be implemented by the recommended action herein. The Air Quality Element sets forth the goals, objectives and policies which will guide the City in the implementation of its air quality improvement programs and strategies. The Air Quality Element recognizes that air quality strategies must be integrated into land use decisions and represent the City's effort to achieve consistency with regional Air Quality, Growth Management, Mobility and Congestion Management Plans. The Air Quality Element includes the following Goal and Objective relevant to the instant request:

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 methods such as site orientation and tree planting.

Objective 5.1 It is the objective of the City of Los Angeles to increase energy efficiency of City facilities and private developments.

As conditioned, the project shall comply with the Los Angeles Municipal Green Building Code, Section 99.05.211. Therefore, the project is in conformance with the goals and policies of the Air Quality Element.

Therefore, the project is in substantial conformance with the purposes, intent and provisions of the General Plan and does not conflict with any applicable regulations or standards.

- 3. The project consists of an arrangement of buildings and structures (including height, bulk and setbacks), off-street parking facilities, loading areas, lighting, landscaping, trash collection, and other such pertinent improvements that is or will be compatible with existing and future development on adjacent properties and neighboring properties.**

The subject property is comprised of three (3) lots resulting in approximately 38,826 square feet of lot area with a 248-foot frontage along Bronson Avenue and a 148-foot frontage along Carlos Avenue. The property is currently vacant on two (2) parcels and the southern parcel is currently improved with the Lombardi House including a two-story residential building and a barn which will remain on the subject property.

The land use and zoning within proximity of the property site consists of a mix of commercial and multi-family uses. Surrounding properties are developed with a mix of residential, commercial retail/restaurant, commercial office, and public facilities uses. To the west, abutting the project site, land uses include the Los Angeles County Superior Courthouse. The project site is bordered to the north by multi-family housing. To the east, across Bronson Avenue, uses include multi-family residential, commercial and the Hollywood 101 Freeway. To the south of the project site, land uses include various commercial uses, including a fast-food restaurant, a gas station, a two-story self-storage facility, and a liquor store.

The proposed 229,015 square foot, 24-story residential building located on a 38,826 square foot property is compatible with the existing and future surrounding developments. The table below includes a list of existing or approved developments within close proximity to the subject site.

Address	Floor Area	FAR	Height
<i>Proposed Project</i>	<i>229,015 sq. ft.</i>	<i>6.74:1</i>	<i>24 stories</i>
6100 - 6116 West Hollywood Boulevard	198,720 sq. ft.	4.5:1	21 stories
6210 – 6224 West Yucca Street	316,948 sq. ft.	6.6:1	30 stories
6430 – 6440 Hollywood Boulevard	278, 892 sq. ft.	4.5:1	15 stories

The proposed project involves the construction, use and maintenance of a new 24-story, 229,015 square-foot residential building with 128 dwelling units with a proposed building height of 275 feet. The project would provide a total of 134 automobile parking spaces within one (1) subterranean and three (3) above ground level of parking and a total of 98 bicycle spaces.

The project includes 38 one-bedroom units, 37 two-bedroom units and 53 five-bedroom units. and a total of 17,778 square feet of open space for residents. Therefore, pursuant to LAMC Section 12.21-G, the project, as proposed, is required to provide 17,700 square feet of open space. The project provides approximately 17,778 square feet total of open space, which includes a 7,231 square-foot roof top deck, and a 998 square-foot amenity room on the twenty-fourth floor; a 2,372 square-foot outdoor deck, a 3,140 square-foot recreation room, a 713 square foot communal lounge on the fifth floor. The project also includes 3,750 square feet of private balconies. As conditioned, the project will provide open space as required by LAMC Section 12.21-G.

The project would provide a total of 134 automobile parking spaces within one (1) subterranean and three (3) above ground level of parking and a total of 98 bicycle spaces.

Vehicular access to the project site will be provided via two (2) driveways off Bronson Avenue and Carlos Avenue. A total of 134 off-street automobile parking spaces will be provided within the parking garage. Pedestrian access will be via Bronson Avenue and Carlos Avenue. In addition, 89 long-term bicycle parking spaces will be provided in a bicycle storage room at the ground floor level. Short-term bicycle racks will be provided along Bronson Avenue and Carlos Avenue.

Height, Bulk, and Setbacks

The project is zoned C4-1-SN and R4-2 and proposes a maximum height of 275 feet. The C4 and R4 zones do not have a maximum height limit, or a maximum number of stories permitted. The proposed project includes a maximum height of 275 feet with a total of 24 stories.

The project has a maximum FAR of 6.74:1. The subject property is zoned C4-1-SN and R4-2. Community Plan Footnote 12 limits floor area ratio ("FAR") to 1.5 to 1 for properties zoned Highway Oriented Commercial within the Hollywood Redevelopment Project Area. Additionally, the Redevelopment Plan imposes a maximum FAR of 3 to 1 for commercially designated properties other than the Regional Center Commercial land use designation. The Redevelopment Plan does not regulate FAR for residential land use designations, the provision of providing 11% of the base density or 11 units for Very Low Income Households in conjunction with the requested density bonus will result in the project will complying with the FAR.

Pursuant to LAMC Sections 12.16.C.2 and 12.11. C.2, the project is required to provide 16-foot side yards. The project request includes a waiver of development standard to allow for the elimination of the required side yards along Bronson Avenue and the property's interior lot line in lieu of the otherwise required 16-foot side yards at both locations. In this case, the project would provide a zero-foot west side yard and a 6-foot east side yard. As such, with the approval of the requested waiver, the project complies with the required setbacks.

The height, bulk, and setbacks of the subject project are consistent with the existing development in the immediate surrounding area and with the underlying C4-1-SN and R4-2 Zones. The surrounding area consists of a mix of residential, commercial retail/restaurant, commercial office, and public facilities uses. To the west, abutting the project site, land uses include the Los Angeles County Superior Courthouse. The project site is bordered to the north by multi-family housing. To the east, across Bronson Avenue, uses include multi-family residential, commercial and the Hollywood 101 Freeway. To the south of the project site, land uses include various commercial uses, including a fast-food restaurant, a gas station, a two-story self-storage facility, and a liquor store.

Therefore, in consideration of other development in the area, the project is consistent with the surrounding.

Parking

The project will provide a total of 134 parking spaces and 89 long-term bicycle parking spaces. Short-term bicycle racks will be provided along Bronson Avenue.

The proposed parking is located within the building and therefore will not be visible from the public right-of-way. Pedestrian access will be located on Bronson Avenue, a Modified Avenue III, and Carlos Avenue is a Local Street - Standard. All ingress and egress for the parking will be located on Bronson Avenue and Carlos Avenue.

Therefore, the parking facilities will be compatible with the existing and future developments in the neighborhoods.

Lighting

Lighting is required to be provided per LAMC requirements. The project proposes security lighting will be provided to illuminate building, entrances, walkways and parking areas. The project is required to provide outdoor lighting with shielding, so that the light source cannot be seen from adjacent residential properties. Therefore, the lighting will be compatible with the existing and future developments in the neighborhood.

On-Site Landscaping

The project proposes approximately 17,778 square feet total of open space, which includes a 7,231 square-foot roof top deck, and a 998 square-foot amenity room on the twenty-fourth floor; a 2,372 square-foot outdoor deck, a 3,140 square-foot recreation room, a 713 square foot communal lounge on the fifth floor. The project also includes 3,750 square feet of private balconies. Additionally, the project includes landscaped area distributed throughout the project. The project has been conditioned to provide open space as required by LAMC section 12.21-G. Additionally, the project is conditioned so that all open areas not used for buildings, driveways, parking areas, recreational facilities or walks will be attractively landscaped and maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect. The

planting of any required trees and street trees will be selected and installed per the Bureau of Street Services, Urban Forestry Divisions' requirements. Therefore, the on-site landscaping will be compatible with the existing and future developments in the neighborhood.

Loading/Trash Area

The development is not required to provide a loading area pursuant to LAMC Section 12.21-C.6. Waiting areas and drop areas will be on the ground level. Tenants moving in or out of the building will be able to park moving trucks on the street level adjacent to the parking entrance and the lobby.

The project will include on-site trash collection for both refuse and recyclable materials, in conformance with the LAMC. Compliance with these regulations will allow the project to be compatible with existing and future development. The service area for trash and recycling collection will be conditioned to be located at grade level and accessible from the parking area. Additionally, service area for trash collection is to be located on all upper floors. Therefore, as proposed, and conditioned, the project is compatible with existing and future development on neighboring properties.

As described above and as depicted within the plans and elevations submitted with the instant application, the project consists of a 24-story, residential building, with parking on-site for residents, lighting, landscaping, trash collection, and other pertinent improvements, that is compatible with existing and future development in the surrounding area.

4. Any residential project provides recreational and service amenities to improve habitability for its residents and minimize impacts on neighboring properties.

The project proposes provide a variety of unit types which includes 38 one-bedroom units, 37 two-bedroom units and 53 five-bedroom units. Pursuant to LAMC Section 12.21-G, the project, as proposed, is required to provide 17,700 square feet of open space. The project provides approximately 17,778 square feet total of open space, which includes a 7,231 square-foot roof top deck, and a 998 square-foot amenity room on the twenty-fourth floor; a 2,372 square-foot outdoor deck, a 3,140 square-foot recreation room, a 713 square foot communal lounge on the fifth floor. The project also includes 3,750 square feet of private balconies.

Waiver of Dedication and Improvements Findings

5. The dedication or improvement is physically impractical.

The subject property is comprised of three (3) lots resulting in approximately 38,826 square feet of lot area with a 248-foot frontage along Bronson Avenue and a 148-foot frontage along Carlos Avenue. Bronson Avenue is a designated a Modified Avenue III, which requires a 78-foot Right-of-Way Width. Carlos Avenue is a Local Street - Standard, which requires a 60-foot Right-of-Way Width. In order to comply with the applicable Mobility Plan 2035 standards, the project would be required to provide nine feet of dedication and improvements along Bronson Avenue and four feet of dedication and improvements along Carlos Avenue. Surrounding properties are developed with a mix of residential, commercial retail/restaurant, commercial office, and public facilities uses. To the west, abutting the project site, land uses include the Los Angeles County Superior Courthouse. The project site is bordered to the north by multi-family housing. To the east, across Bronson Avenue, uses include multi-family residential, commercial and the Hollywood 101 Freeway. To the south of the project site, land uses

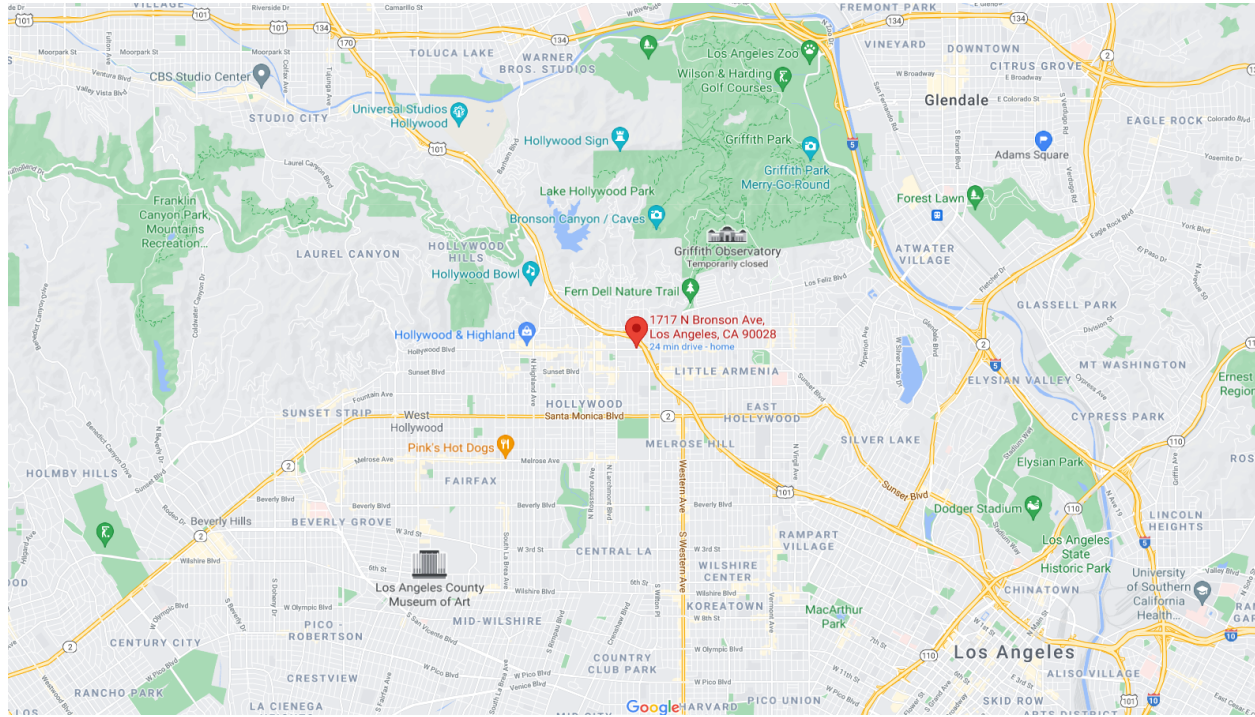
include various commercial uses, including a fast-food restaurant, a gas station, a two-story self-storage facility, and a liquor store.

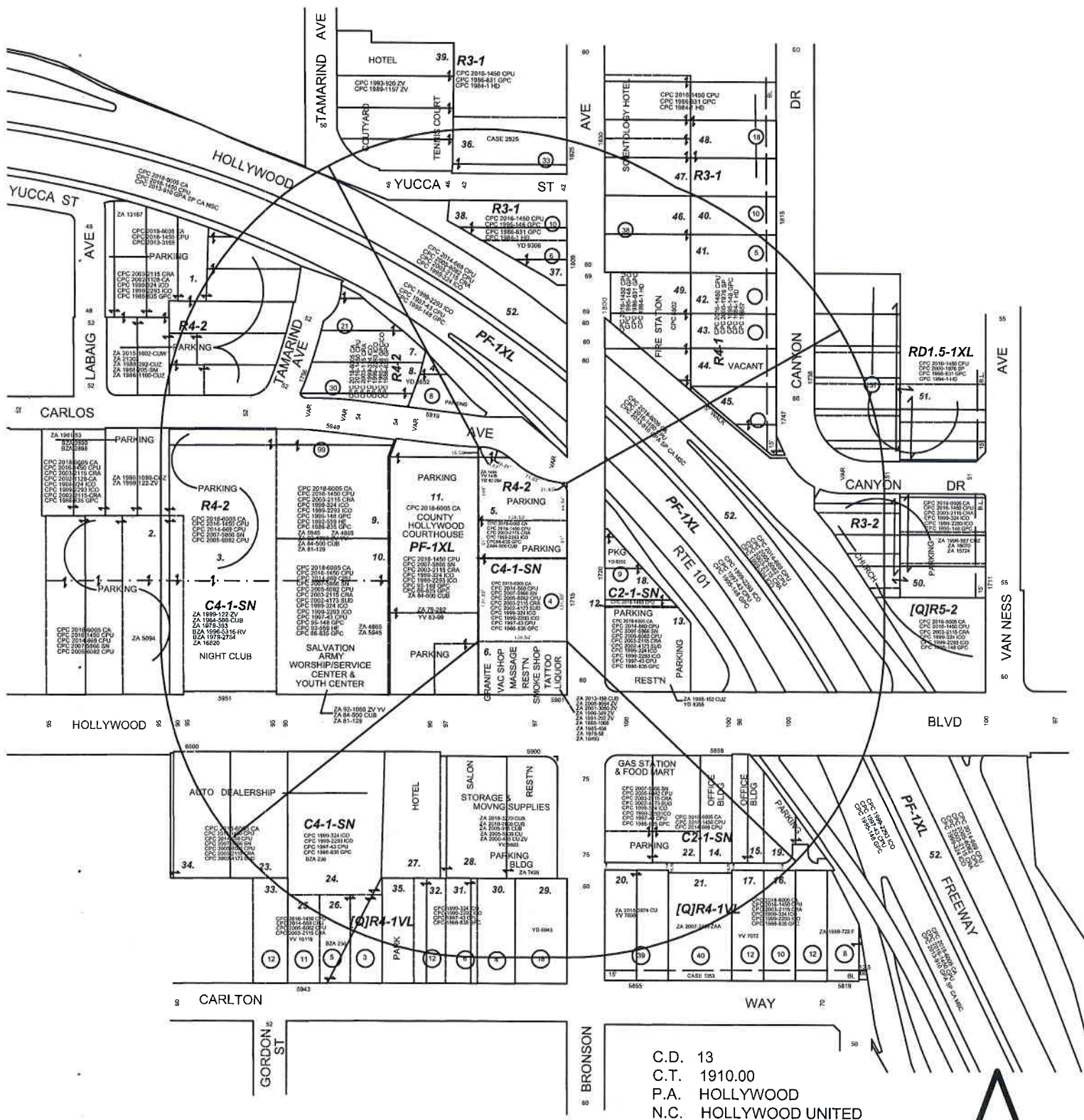
The project proposes a pedestrian-first design with the sidewalk in front of the building on Bronson designed to be approximately 18 feet wide with the current nine-foot four-inch sidewalk and an additional nine feet of enhanced pedestrian area. With the imposed dedication and improvements, this design will be severely impacted. A nine-foot dedication along Bronson Avenue may likely result in the removal the Lombardi House existing low masonry wall; removal of mature hedged along the private side of the low masonry wall; removal of low shrubbery at the public side of the low masonry wall; removal of a 28-foot wide-trunk palm tree aligned with the low masonry wall; and removal of mature tall hedges between the Lombardi House's shared border with the abutting commercial property. Carlos Avenue abuts a narrow strip of land immediately next to the California Department of Transportation overpass, this portion of street on the opposite side of the proposed project is not likely to be dedicated or widened to complete the right of way. Moreover, immediately west of the project site is the Los Angeles County Superior Courthouse which is also unlikely to be dedicated or widened to complete the right of way. It is unlikely that a significant number of properties will be dedicated in the near-term to enable the expansion of either street, and therefore the dedication requirement for the request herein would not result in any practical benefit towards meeting the City's mobility needs. However, the project will be required to complete improvements to the satisfaction of the Bureau of Engineering. Therefore, the waiver of the otherwise required dedication and improvements is appropriate for the request herein because the dedication is not currently necessary to meet the City's mobility needs.

MAPS

Vicinity Map

1715-1739 N. Bronson Ave, Los Angeles, CA 90028





OFF-MENU DENSITY BONUS, CONDITIONAL USE PERMIT, SITE PLAN REVIEW & TENTATIVE TRACT NO. **83510**



RADIUS MAPS ETC

3544 PORTOLA AVENUE
LOS ANGELES CA 90032
OFF/FAX: (323) 221-4555
radiusmapsetc@yahoo.com

SITE LOCATION:

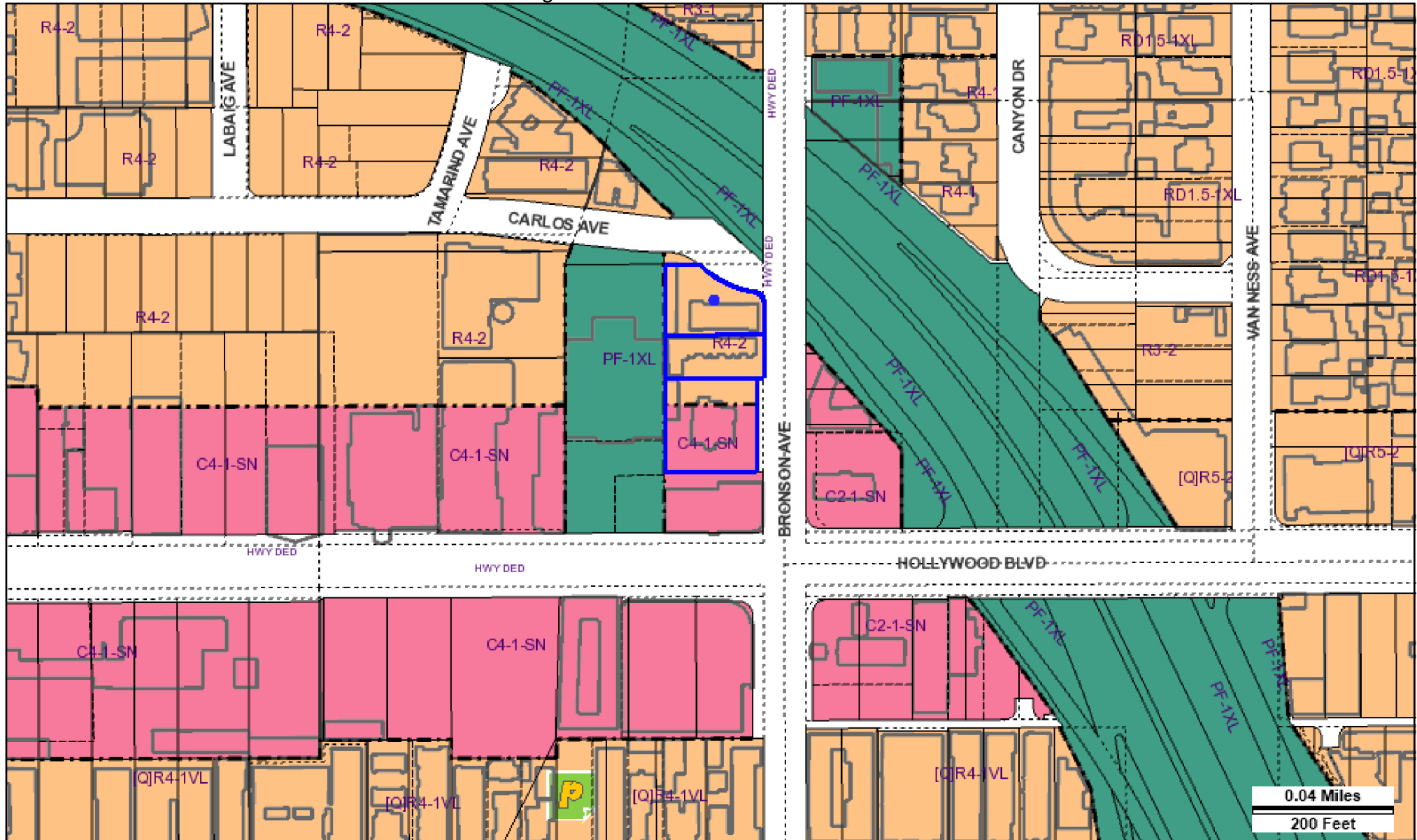
1717 N. BRONSON AVENUE
LOS ANGELES CA 90028

LEGAL DESCRIPTION:

POR LOT 5 (ARB 2) & POR LOT 6 (ARB 1,3,4),
BROKAW TRACT, M.B. 1-39. (SEE APPLICATION)

CASE NO.:

DATE: 12 - 31 - 2020
SCALE: 1" = 100'
USES: FIELD
D.M.: 148.5 A 191
T.B. PAGE: 593 GRID: G-4
APN: 5545-003-014,023,029



Address: 1737 N BRONSON AVE

APN: 5545003023

PIN #: 148-5A191 81

Tract: BROKAW TRACT

Block: None

Lot: FR 6

Arb: 1

Zoning: R4-2

General Plan: High Density Residential



Exhibit A

**Site Plan,
Floor Plan,
Elevations and
Landscape Plan**

BRONSON RESIDENTIAL TOWER

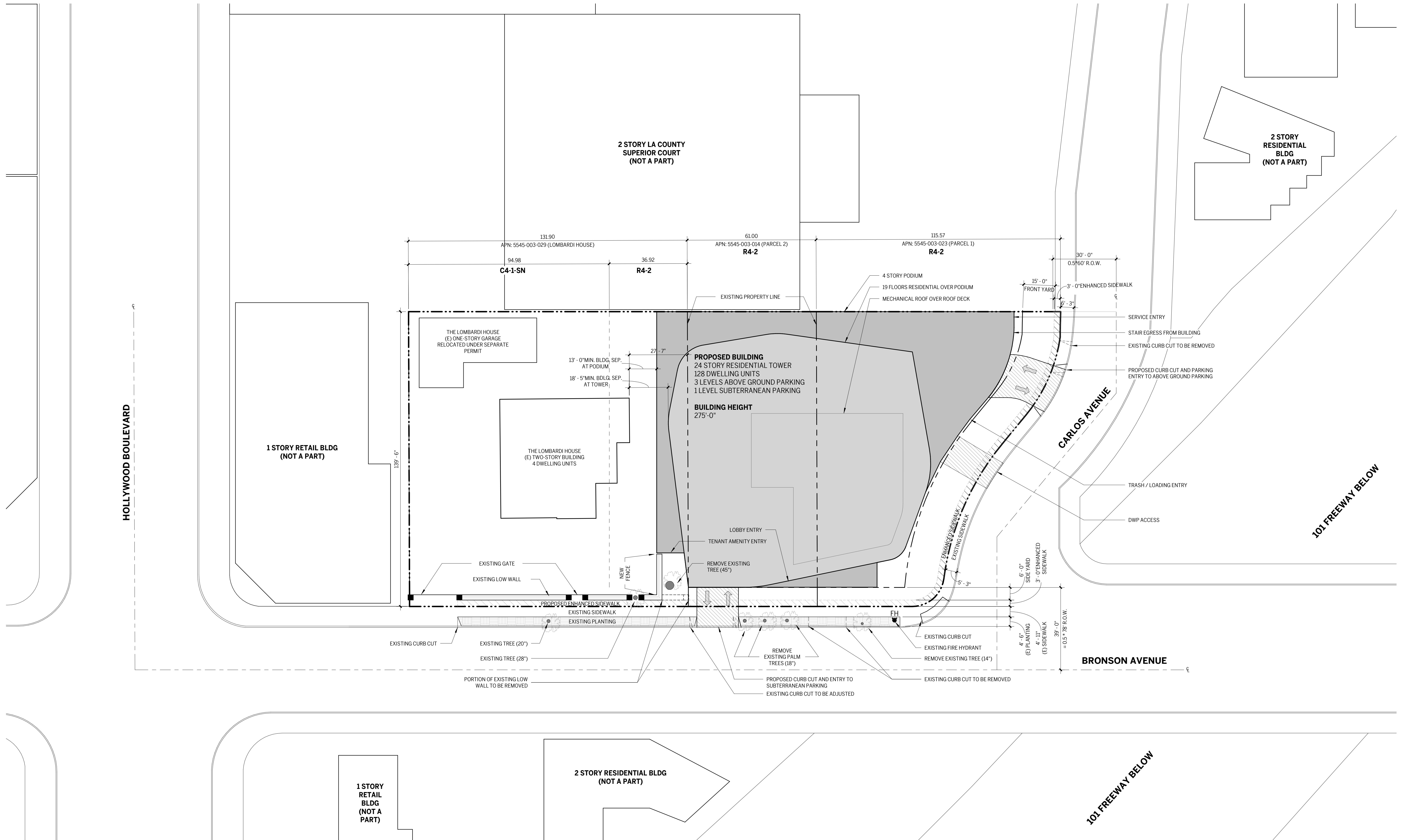
ENTITLEMENT SET
MAY 11, 2021

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PROJECT SITE INFORMATION

APPLICABLE CODES AND EDITIONS

PROJECT DESCRIPTION

ADDRESS 1725, 1729, 1739 NORTH BRONSON BLVD LOS ANGELES, CA 90028	ZONING INFO <ul style="list-style-type: none">• ZI-2277 REDEVELOPMENT PROJECT AREA: HOLLYWOOD (BILLBOARD)• ZI-2452 TRANSIT PRIORITY AREA IN THE CITY OF LOS ANGELES• ZI-2427 FREEWAY ADJACENT ADVISORY NOTICE FOR SENSITIVE USES• ZI-2374 LOS ANGELES STATE ENTERPRISE ZONE• ZI-2488 REDEVELOPMENT PROJECT AREA: HOLLYWOOD• #5545-003-029 ONLY• ZI-2330 SIGN DISTRICT: HOLLYWOOD SIGNAGE (CRA AREA)• ZI-2331 SIGN DISTRICT: HOLLYWOOD SIGNAGE (MEDIA DISTRICT)• ZI-2433 REVISED HOLLYWOOD INJUNCTION• ZI-2492 HOLLYWOOD REDEVELOPMENT PROJECT AREA INDIVIDUAL HISTORIC RESOURCES	LOT AREA SUMMARY 5545-003-029 = 18,400 S.F. 5545-003-014 = 8,509 S.F. 5545-003-023 = 11,917 S.F. <u>TOTAL GROSS AREA</u> 38,826 S.F. (0.89 ACRES)	SETBACKS <u>FRONT / CARLOS</u> FRONT REQUIRED: 15'-0" FRONT PROPOSED: 15'-0" <u>SIDE (EAST) / BRONSON</u> SIDES REQUIRED: 16'-0" SIDES PROPOSED: 6'-0" <u>SIDE (WEST)</u> SIDES REQUIRED: 16'-0" SIDES PROPOSED: 0' <u>REAR:</u> N/A (NO REAR YARD DUE TO SITE ORIENTATION)
LEGAL DESCRIPTION (APN #s) 5545-003-029 5545-003-014 5545-003-023		NOTE: WAIVER OF DEDICATIONS PER ITEM 9 IN "LIST OF ANTICIPATED APPROVALS."	
ZONE 5545-003-029 = C4-1-SN, R4-2 5545-003-014 = R4-2 5545-003-023 = R4-2	ADDITIONAL INFORMATION FIRE DISTRICT NO 1: YES (#5545-003-029 ONLY) METHANE HAZARD SITE: NONE	BUILDABLE AREA TOWARD F.A.R. C4-1-SN PORTION (1.5:1) = 13,216 SF R4 PORTION (6:1) = 21,627 SF <u>TOTAL BUILDABLE AREA TOWARD F.A.R.</u> 34,843 SF	NOTE: ENTIRE LOT AREA OF C4 PORTION APPLIED. SETBACKS FOR 1-STORY BUILDING (FRONT AND 2 SIDES) APPLIED TOWARD R4 PORTION.
ALLOWABLE DENSITY 400 S.F. LOT AREA / D.U.	UTILITIES ON SITE SEE SHEET 5, SURVEY, FOR ADDITIONAL INFORMATION	NOTE: REDUCTION AND ELIMINATION OF SIDE YARDS PER ITEM 5 IN "LIST OF ANTICIPATED APPROVALS."	

PROJECT DATA

TYPE OF CONSTRUCTION
TYPE I-A (SPRINKLERED)

BUILDING HEIGHT
ALLOWED: UNLIMITED
PROPOSED: 275'-0"
SEE SHEET 31 FOR ADDITIONAL INFORMATION

NUMBER OF STORIES
ALLOWED: UNLIMITED
PROPOSED: 24

BUILDING AREA (CBC)
ALLOWED: UNLIMITED
PROPOSED: 312,733 SF
SEE SHEETS 10-12 FOR ADDITIONAL INFORMATION

FLOOR AREA
EXISTING: 5,730 SF
NEW: 229,015 SF
PROPOSED: 234,745 SF (6.74:1 FAR)
SEE SHEETS 8-9 FOR ADDITIONAL INFORMATION

NOTE:
REQUESTED INCREASE IN MAXIMUM FLOOR AREA PER ITEM 4 IN "LIST OF ANTICIPATED APPROVALS."

RESIDENTIAL DENSITY
BASE DENSITY: 98 DWELLING UNITS
BONUS DENSITY (35%): 35 DWELLING UNITS
TOTAL DENSITY: 133 DWELLING UNITS

EXISTING UNITS: 4 UNITS
PROPOSED NEW UNITS: 128 UNITS

	LEVEL	1-BED	2-BED	5-BED	TOTAL # OF UNITS	TOTAL # OF BEDS
ROOF/MECH SKY DECK	25					
	24					
UPPER RESIDENTIAL (8 floors)	23		7		7	14
	22	2	6		8	14
	21	6	4		10	14
	20	6	4		10	14
	19	6	4		10	14
	18	6	4		10	14
	17	6	4		10	14
	16	6	4		10	14
LOWER RESIDENTIAL (11 floors)	15			5	5	25
	14			5	5	25
	13			5	5	25
	12			5	5	25
	11			5	5	25
	10			5	5	25
	9			5	5	25
	8			5	5	25
	7			5	5	25
	6			5	5	25
	5			3	3	15
PARKING	P4					
	P3					
	P2					
	P1					
GROUND FLOOR PARKING	B1					
TOTALS		38	37	53	128	377
		30%	29%	41%	100%	

NOTE:
BASE DENSITY CALCULATED FROM GROSS LOT AREA DIVIDED BY ALLOWABLE DENSITY.
DENSITY BONUS ASSUMED PER ITEM 1 IN "LIST OF ANTICIPATED APPROVALS."

TREE PLANTING SUMMARY

REQUIRED: 40 TREES

	RATIO	L.A.M.C. TOTAL
128 UNITS	1 PER 4 UNITS	32 TREES
4 TREES REMOVED	1 PER 2 TREES	8 TREES

PROPOSED: 20 TREES

NOTE:
In-lieu fees will be paid for any shortage in proposed vs. required trees within the 50% maximum.

OPEN SPACE SUMMARY

REQUIRED OPEN SPACE

UNIT TYPE	UNIT QTY	RATIO	SUBTOTAL
1	38	100 SF/unit	3,800 SF
2	37	125 SF/unit	4,625 SF
5	53	175 SF/unit	9,275 SF
TOTAL	128		17,700 SF

PROPOSED OPEN SPACE
SEE SHEETS 13-14 FOR ADDITIONAL INFORMATION.

	LEVEL	COMMON SPACE - OUTDOOR	RECREATION ROOM		# UNITS W/BALCONY	PRIVATE OPEN SPACE	TOTAL OPEN SPACE
			AMENITY	COMMUNAL LOUNGE			
ROOF/MECH	25						
SKY DECK	24	7,231 SF	998 SF				
UPPER RESIDENTIAL (8 floors)	23				6	300 SF	
	22				6	300 SF	
	21				5	250 SF	
	20				5	250 SF	
	19				5	250 SF	
	18				5	250 SF	
	17				5	250 SF	
	16				5	250 SF	
LOWER RESIDENTIAL (11 floors)	15			See Note 1.	3	150 SF	
	14			See Note 1.	3	150 SF	
	13			See Note 1.	3	150 SF	
	12			See Note 1.	3	150 SF	
	11			See Note 1.	3	150 SF	
	10			See Note 1.	3	150 SF	
	9			See Note 1.	3	150 SF	
	8			See Note 1.	3	150 SF	
	7			See Note 1.	3	150 SF	
	6			See Note 1.	3	150 SF	
	5	2,372 SF	3,140 SF	713 SF	3	150 SF	
PARKING	P4						
	P3						
	P2						
GROUND FLOOR PARKING	B1						
SUBTOTAL	9,603 SF	4,138 SF	713 SF	75	3,750 SF	TOTAL	17,778 SF
TOTALS	9,603 SF	4,425 SF	4,425 SF	75	3,750 SF		
	8,850 SF min 50% min		4,425 SF max 25% max		4,425 SF max 25% max	17,700 SF min	

TOTAL OPEN SPACE AREA REQUIRED: 17,700 SF
TOTAL OPEN SPACE PROPOSED: 17,778 SF

1. COMMUNAL LOUNGES IN EXCESS OF MAXIMUM AREA ALLOWED FOR RECREATION ROOMS ARE OMITTED FOR CLARITY.

RESIDENTIAL PARKING SUMMARY

LEVEL B1	
Accessible Stalls	2
Compact Stalls	15
Standard Stalls	18
Tandem Stalls	2
	37

LEVEL 02	
Accessible Stalls	2
Compact Stalls	6
Standard Stalls	17
Tandem Stalls	2
	27

LEVEL 03	
Compact Stalls	4
Standard Stalls	28
Tandem Stalls	2
	34

LEVEL 04	
Compact Stalls	9
Standard Stalls	25
Tandem Stalls	2
	36

PARKING PROVIDED 134 STALLS
PARKING REQUIRED 64 STALLS

NOTE:
PARKING PROVIDED AT A MINIMUM RATE OF 0.5 SPACES PER UNIT PER ITEM 7 IN "LIST OF ANTICIPATED APPROVALS."

BICYCLE PARKING SUMMARY

STALL TYPE	UNIT RANGE	UNIT QTY	RATIO	TOTAL
SHORT-TERM	1-25 UNITS	25 units	1 per 10 stalls	3 STALLS
	26-100 UNITS	75 units	1 per 15 stalls	5 STALLS
	101-200 UNITS	28 units	1 per 20 stalls	1 STALLS
				9 STALLS

STALL TYPE	UNIT RANGE	UNIT QTY	RATIO	TOTAL
LONG-TERM	1-25 UNITS	25 units	1 per 1.0 stalls	25 STALLS
	26-100 UNITS	75 units	1 per 1.5 stalls	50 STALLS
	101-200 UNITS	28 units	1 per 2.0 stalls	14 STALLS
				89 STALLS

BICYCLE PARKING PROVIDED 98 STALLS
BICYCLE PARKING REQUIRED 98 STALLS

APPLICABLE CODES AND EDITIONS

THE INTENT OF THE DRAWINGS AND SPECIFICATIONS IS TO CONSTRUCT IN ACCORDANCE WITH APPLICABLE CODES AND STANDARDS.

1.1 ACCESSIBILITY CODES AND GUIDELINES
2019 CALIFORNIA BUILDING CODE (TITLE 24, PART II, VOLUMES 1 AND 2) BASED ON THE 2018 INTERNATIONAL BUILDING CODE WITH STATE OF CALIFORNIA AMENDMENTS.

2010 AMERICANS WITH DISABILITIES ACT (ADA) STANDARDS FOR ACCESSIBLE DESIGN PUBLISHED BY THE DEPARTMENT OF JUSTICE.

1.2 BUILDING CODE (STRUCTURAL AND NON-STRUCTURAL PROVISIONS)
2019 CALIFORNIA BUILDING CODE (TITLE 24, PART II, VOLUMES 1 AND 2) BASED ON THE 2018 INTERNATIONAL BUILDING CODE WITH LOS ANGELES CITY AMENDMENTS, REFERRED TO HEREAFTER AS THE LABC.

1.3 ELECTRICAL CODE
2019 CALIFORNIA ELECTRICAL CODE BASED ON 2017 NATIONAL ELECTRICAL CODE (NFPA 70) WITH LOS ANGELES CITY AMENDMENTS.

1.4 ENERGY CODE
CALIFORNIA ENERGY CODE 2019 (TITLE 24, PART 6) PUBLISHED BY THE CALIFORNIA BUILDING STANDARDS COMMISSION (CBCS) AS ADOPTED BY THE CITY OF LOS ANGELES.

1.5 ENVIRONMENTAL CODE
2019 GREEN BUILDING CODE BASED ON 2019 CALIFORNIA CODE OF REGULATIONS TITLE 24, PART 11 PUBLISHED BY THE CBSC WITH LOS ANGELES CITY AMENDMENTS.

1.6 FIRE CODE
2019 CALIFORNIA FIRE CODE BASED ON THE 2018 INTERNATIONAL FIRE CODE WITH LOS ANGELES CITY AMENDMENTS, REFERRED TO HEREAFTER AS THE LAFC.

1.7 MECHANICAL CODE
2019 CALIFORNIA MECHANICAL CODE BASED ON 2019 CALIFORNIA CODE OF REGULATIONS TITLE 24, PART 4 PUBLISHED BY INTERNATIONAL ASSOCIATION OF PLUMBING AND MECHANICAL OFFICIALS AND AMENDED BY THE CITY OF LOS ANGELES.

1.8 PLUMBING CODE
2019 CALIFORNIA PLUMBING CODE BASED ON 2019 CALIFORNIA CODE OF REGULATIONS TITLE 24, PART 5 PUBLISHED BY INTERNATIONAL ASSOCIATION OF PLUMBING AND MECHANICAL OFFICIALS AND AMENDED BY THE CITY OF LOS ANGELES.

1.9 AUTOMATIC FIRE SPRINKLER SYSTEM
NFPA 13, NATIONAL FIRE PROTECTION ASSOCIATION STANDARD FOR THE INSTALLATION OF SPRINKLER SYSTEMS, 2016 EDITION.

1.10 STANDPIPE SYSTEM
NFPA 14, NATIONAL FIRE PROTECTION ASSOCIATION STANDARD FOR THE INSTALLATION OF STANDPIPE AND HOSE SYSTEMS, 2016 EDITION.

1.11 FIRE PUMP SYSTEM
NFPA 20, NATIONAL FIRE PROTECTION ASSOCIATION STANDARD FOR THE INSTALLATION OF STATIONARY PUMPS FOR FIRE PROTECTION, 2016 EDITION.

1.12 FIRE SERVICE MAIN AND APPURTENANCES
NFPA 24, NATIONAL FIRE PROTECTION ASSOCIATION STANDARD FOR THE INSTALLATION OF PRIVATE FIRE SERVICE MAINS AND THEIR APPURTENANCES, 2016 EDITION.

1.13 FUEL STORAGE
NFPA 30, NATIONAL FIRE PROTECTION ASSOCIATION FLAMMABLE AND COMBUSTIBLE LIQUIDS CODE, 2018 EDITION.

1.14 FIRE ALARM AND DETECTION SYSTEM
NFPA 72, NATIONAL FIRE PROTECTION ASSOCIATION NATIONAL FIRE ALARM AND SIGNALING CODE, 2016 EDITION.

1.15 STANDBY POWER SYSTEMS
NFPA 110, NATIONAL FIRE PROTECTION ASSOCIATION EMERGENCY AND STANDBY POWER SYSTEMS, 2016 EDITION.

LIST OF ANTICIPATED APPROVALS

- A 35 percent ministerial density bonus pursuant to LAMC Section 12.22.A.25(c)(1) to permit a maximum residential density of 132 dwelling units (4 existing and 128 new) with 12 dwelling units (12 percent of base) reserved for very low income persons and households.
- Site Plan Review pursuant to LAMC Section 16.05
- On-menu concession and incentive pursuant to LAMC Section 12.22.A.25(f)(8) to allow an averaging of floor area, density, open space and parking over the project site.
- Off-menu concession and incentive pursuant to LAMC Section 12.22.A.25(g) to allow a maximum floor area of 234,745 square feet for a corresponding floor area ratio of approximately 6.74:1 average across the project site, in lieu of the otherwise permitted 1.5:1 in the C4-1-SN zoned portion and 6:1 in the R4-2 zoned portion.
- Waiver of development standard pursuant to California Government Code Section 65915(e)(1) to reduce the side yard along Bronson Avenue and eliminate the side yard along West side of property in lieu of the otherwise required 16 foot side yards at both locations.
- Waiver of development standard pursuant to California Government Code Section 65915(e)(1) to allow reduced building separation of 13 feet in lieu of the otherwise required 54 feet per LAMC Section 12.21.C.2.
- A maximum required parking ratio of 0.5 spaces per unit pursuant to California Government Code Section 65915(p)(2)(A).
- Vesting Tentative Tract Map for merger and condominium purposes pursuant to LAMC Section 17.06.A.
- A waiver of dedications and improvements (WDI), pursuant to LAMC Section 12.37.1, to waive a nine-foot dedication and improvement requirement along the Property's entire eastern lot line (along Bronson Avenue) and a four-foot dedication and improvement requirement along Carlos Avenue.

PROJECT DESCRIPTION

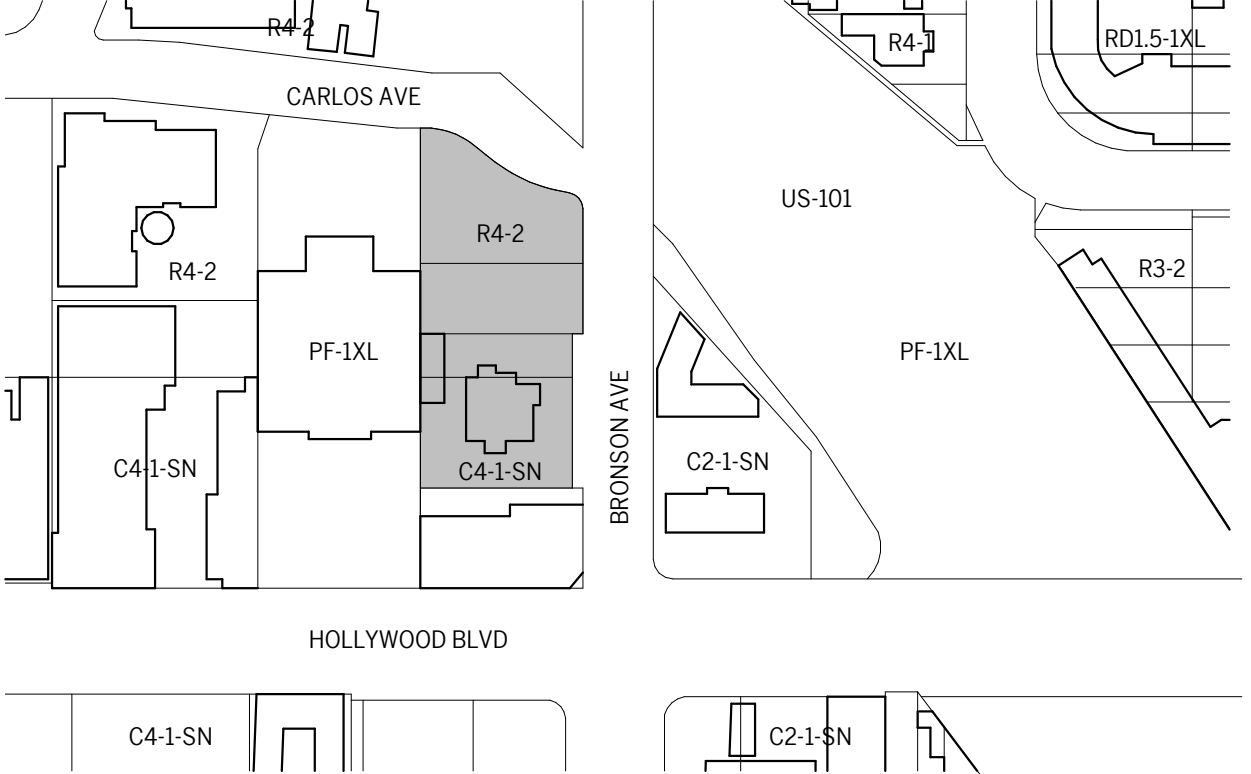
THE PROJECT IS A 24-STORY RESIDENTIAL HIGH-RISE BUILDING CONSISTING OF 128 APARTMENT UNITS WITH 1 LEVEL OF UNDERGROUND PARKING, 3 LEVELS OF ABOVE GROUND PARKING AND GROUND FLOOR RESIDENTIAL LOBBY AND LEASING OFFICE. THE FULLY SPRINKLERED PROJECT WILL BE CONSTRUCTED AS 24 LEVELS OF TYPE I-A WITH A HEIGHT LIMIT OF 240 FEET TO TOP OF CONCRETE SLAB, WITH STEEL STRUCTURE FOR ROOFTOP AMENITY AND MECHANICAL SPACE ABOVE.

THIS PROJECT IS A PRIVATELY FUNDED PROJECT NOT RECEIVING TAX CREDIT INITIATIVE, NOT PUBLIC HOUSING. NO GUEST PARKING REQUIRED OR PROVIDED.

VICINITY MAP



ZONING MAP



PROJECT DIRECTORY

OWNER MASSACHI INDUSTRIES 1550 N EL CENTRO AVE #1001 LOS ANGELES, CA 90028	ARCHITECT STEINBERG HART 818 W 7TH ST #1100 LOS ANGELES, CA 90017
DM DEVELOPMENT 448 LINDEN STREET SAN FRANCISCO, CA 94102	LANDSCAPE ARCHITECT RELM STUDIO 617 S OLIVE ST #1110 LOS ANGELES, CA 90014
	STRUCTURAL ENGINEER DCI STRUCTURAL 818 W 7TH ST #740 LOS ANGELES, CA 90017
	FIRE LIFE SAFETY SIMPSON GUMPERTZ & HEGER 1150 S OLIVE ST #1600 LOS ANGELES, CA 90015

FLOOR AREA CALCULATIONS

LEVEL 01	
STAIR	266 SF
LOBBY AND AMENITY	9,882 SF
	10,149 SF

LEVEL 16	
BALCONY	62 SF
BALCONY	108 SF
BALCONY	119 SF
RESIDENTIAL	11,005 SF
	11,294 SF

LEVEL 02	
ELEV. LOBBY	280 SF
	280 SF

LEVEL 03	
ELEV. LOBBY	280 SF
	280 SF

LEVEL 04	
ELEV. LOBBY	280 SF
	280 SF

LEVEL 17	
BALCONY	62 SF
BALCONY	108 SF
BALCONY	119 SF
RESIDENTIAL	11,005 SF
	11,294 SF

LEVEL 18	
BALCONY	62 SF
BALCONY	108 SF
BALCONY	119 SF
RESIDENTIAL	11,005 SF
	11,294 SF

LEVEL 05	
BALCONY	72 SF
BALCONY	89 SF
BALCONY	206 SF
RESIDENTIAL, AMENITY	11,044 SF
	11,440 SF

LEVEL 06	
BALCONY	72 SF
BALCONY	118 SF
BALCONY	206 SF
RESIDENTIAL	11,044 SF
	11,440 SF

LEVEL 19	
BALCONY	62 SF
BALCONY	108 SF
BALCONY	119 SF
RESIDENTIAL	11,005 SF
	11,294 SF

LEVEL 20	
BALCONY	62 SF
BALCONY	108 SF
BALCONY	119 SF
RESIDENTIAL	11,005 SF
	11,294 SF

LEVEL 07	
BALCONY	72 SF
BALCONY	118 SF
RESIDENTIAL	11,044 SF
	11,234 SF

LEVEL 08	
BALCONY	72 SF
BALCONY	118 SF
BALCONY	206 SF
RESIDENTIAL	11,044 SF
	11,440 SF

LEVEL 21	
BALCONY	62 SF
BALCONY	108 SF
BALCONY	119 SF
RESIDENTIAL	11,005 SF
	11,294 SF

LEVEL 22	
BALCONY	62 SF
BALCONY	83 SF
BALCONY	119 SF
BALCONY	151 SF
RESIDENTIAL	10,875 SF
	11,291 SF

LEVEL 09	
BALCONY	72 SF
BALCONY	118 SF
BALCONY	206 SF
RESIDENTIAL	11,044 SF
	11,440 SF

LEVEL 10	
BALCONY	72 SF
BALCONY	118 SF
BALCONY	206 SF
RESIDENTIAL	11,044 SF
	11,440 SF

LEVEL 23	
BALCONY	73 SF
BALCONY	83 SF
BALCONY	119 SF
BALCONY	151 SF
RESIDENTIAL	10,864 SF
	11,291 SF

SKYDECK	
TRELLIS	200 SF
SKYDECK AMENITY	3,008 SF
	3,208 SF

LEVEL 11	
BALCONY	72 SF
BALCONY	118 SF
RESIDENTIAL	11,044 SF
	11,234 SF

LEVEL 12	
BALCONY	72 SF
BALCONY	118 SF
BALCONY	206 SF
RESIDENTIAL	11,044 SF
	11,440 SF

LEVEL 13	
BALCONY	72 SF
BALCONY	118 SF
RESIDENTIAL	11,044 SF
	11,234 SF

LEVEL 14	
BALCONY	72 SF
BALCONY	118 SF
BALCONY	206 SF
RESIDENTIAL	11,044 SF
	11,440 SF

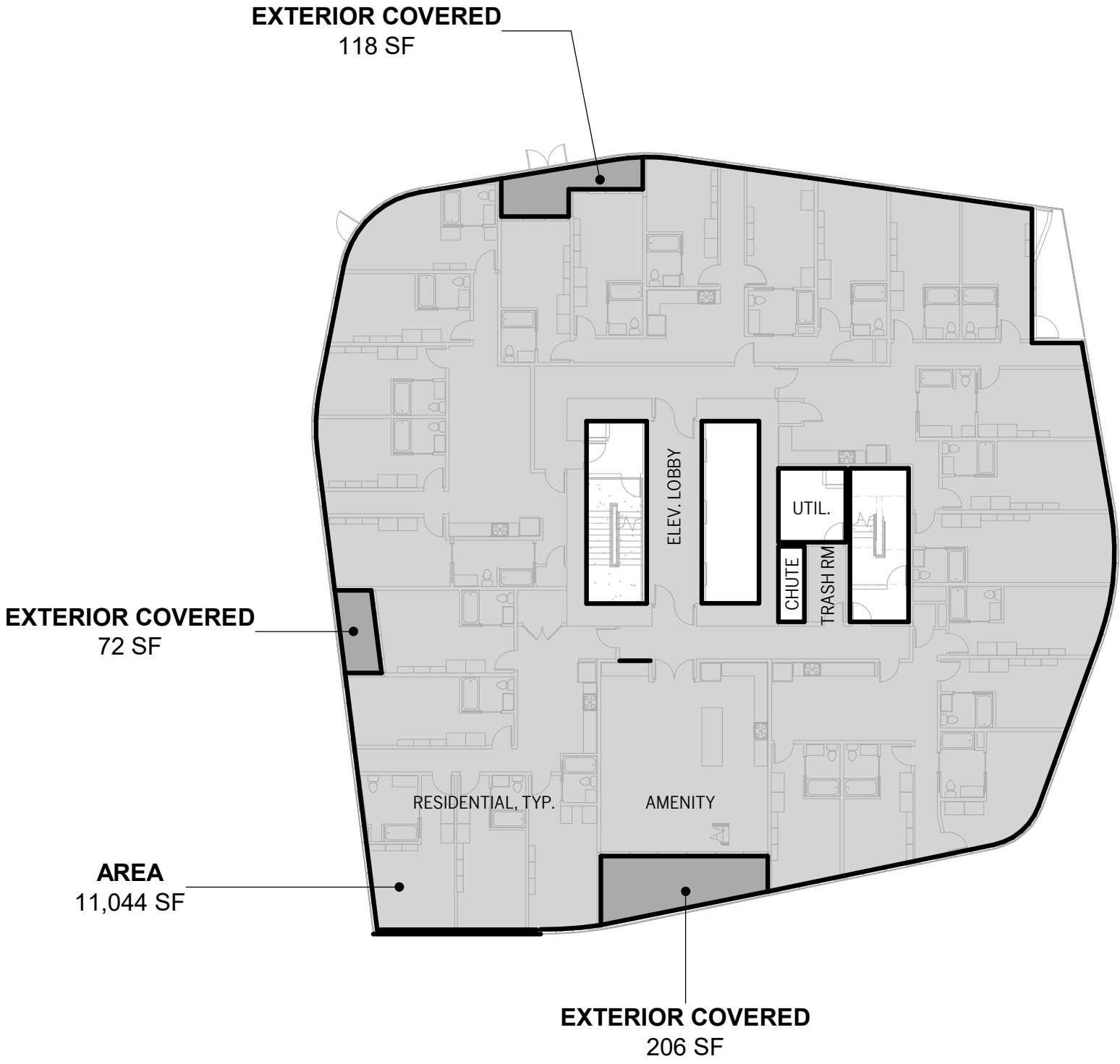
LEVEL 15	
BALCONY	72 SF
BALCONY	118 SF
RESIDENTIAL	11,044 SF
	11,234 SF

TOTAL FLOOR AREA PROPOSED:
229,015 SF

1. PARKING LEVELS 2-4 ARE TYPICAL PARKING LEVELS
2. RESIDENTIAL LEVELS 6-15 ARE TYPICAL RESIDENTIAL LEVELS
3. RESIDENTIAL LEVELS 16-21 ARE TYPICAL RESIDENTIAL LEVELS

FLOOR AREA (PER I.A.M.C. SECTION 12.03)
THE AREA IN SQUARE FEET CONFINED WITHIN THE EXTERIOR WALLS OF A BUILDING, BUT NOT INCLUDING THE AREA OF THE FOLLOWING:

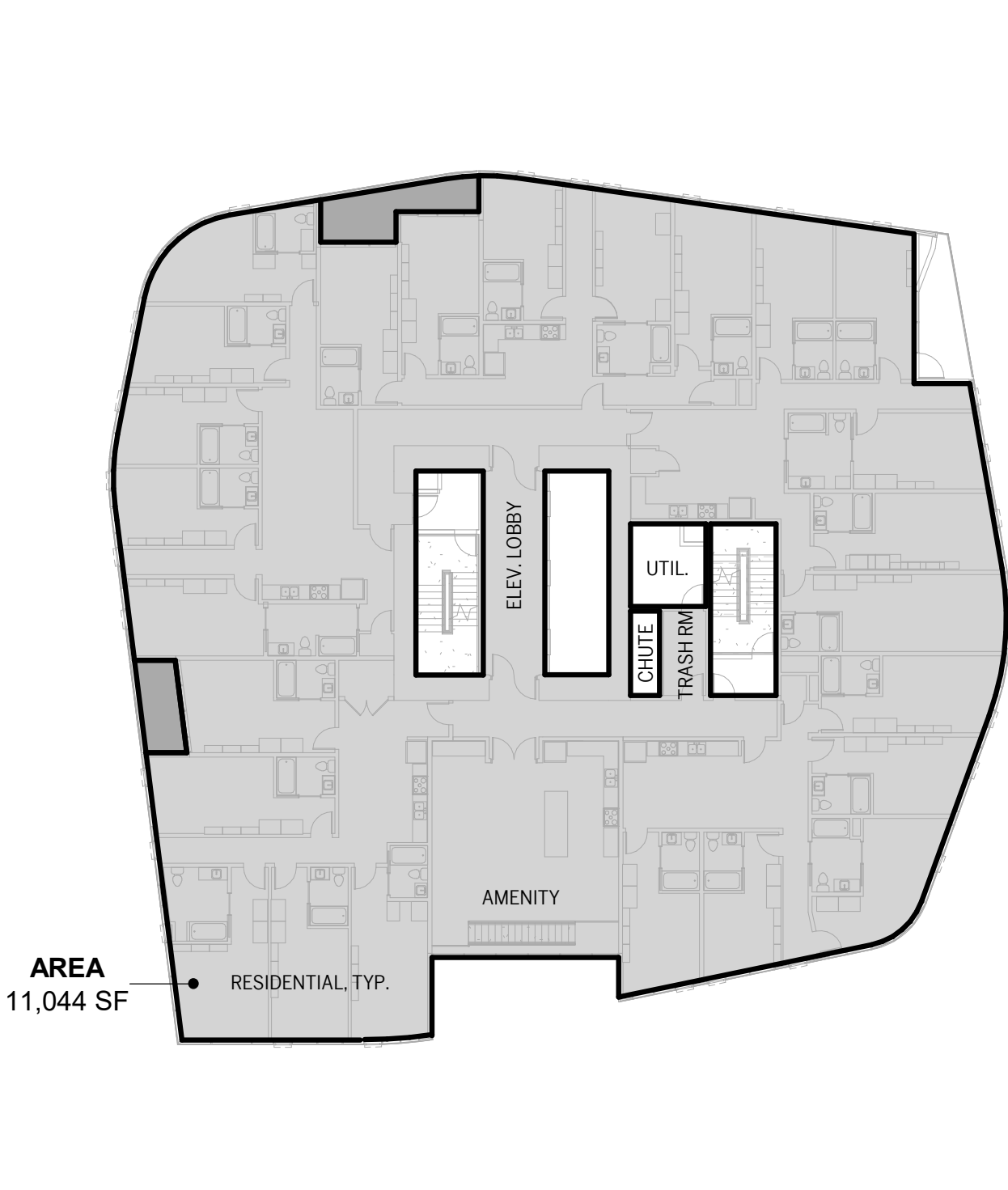
- EXTERIOR WALLS
- STAIRWAYS
- SHAFTS
- ROOMS HOUSING BUILDING-OPERATING EQUIPMENT OR MACHINERY
- PARKING AREAS WITH ASSOCIATED DRIVEWAYS AND RAMPS
- SPACED DEDICATED TO BICYCLE PARKING
- SPACE FOR THE LANDING AND STORAGE OF HELICOPTERS
- BASEMENT STORAGE AREAS



RESIDENTIAL LEVEL 06, 08, 10, 12, 14

4

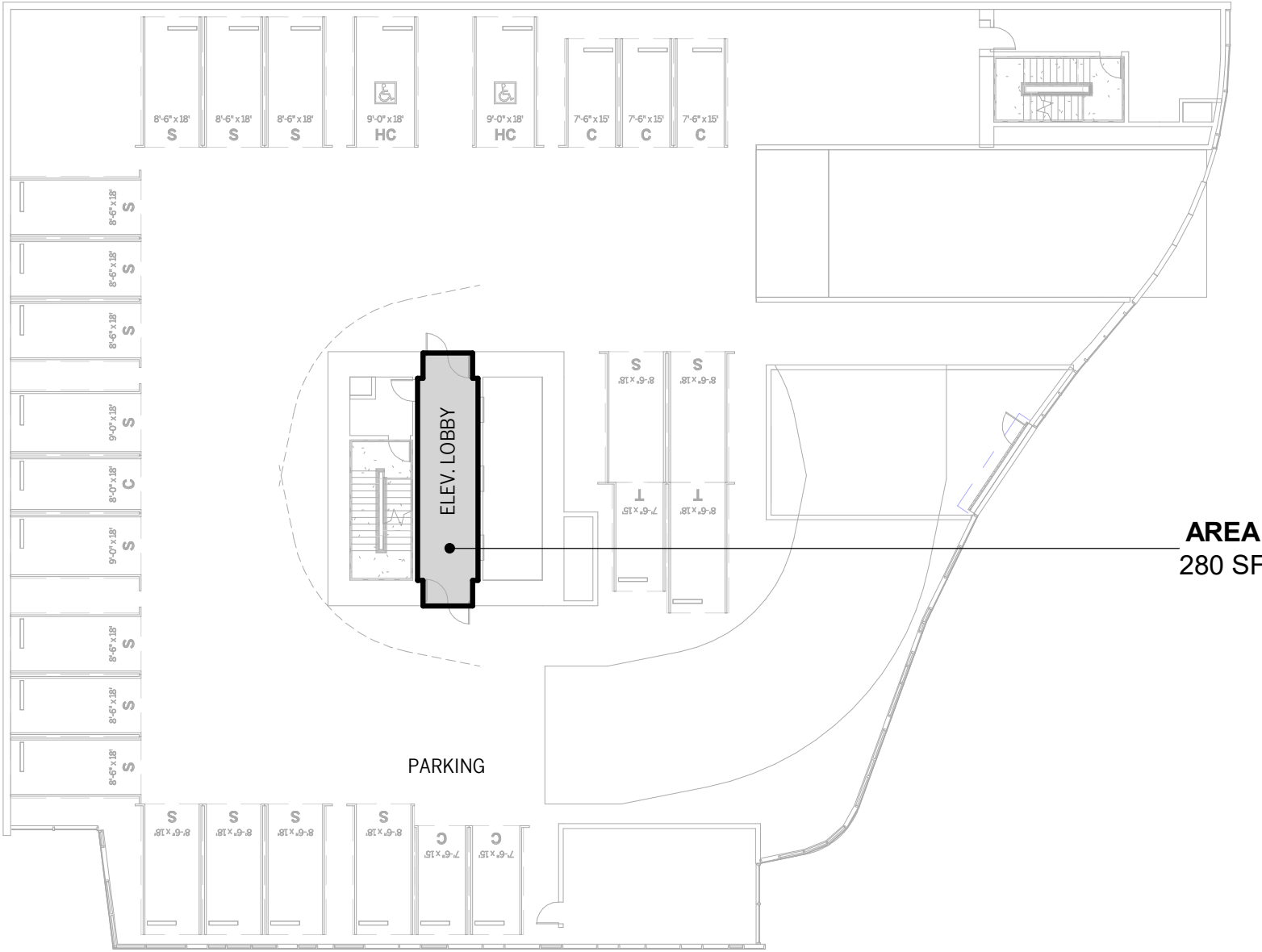
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RESIDENTIAL LEVELS 07, 09, 11, 13, 15

5

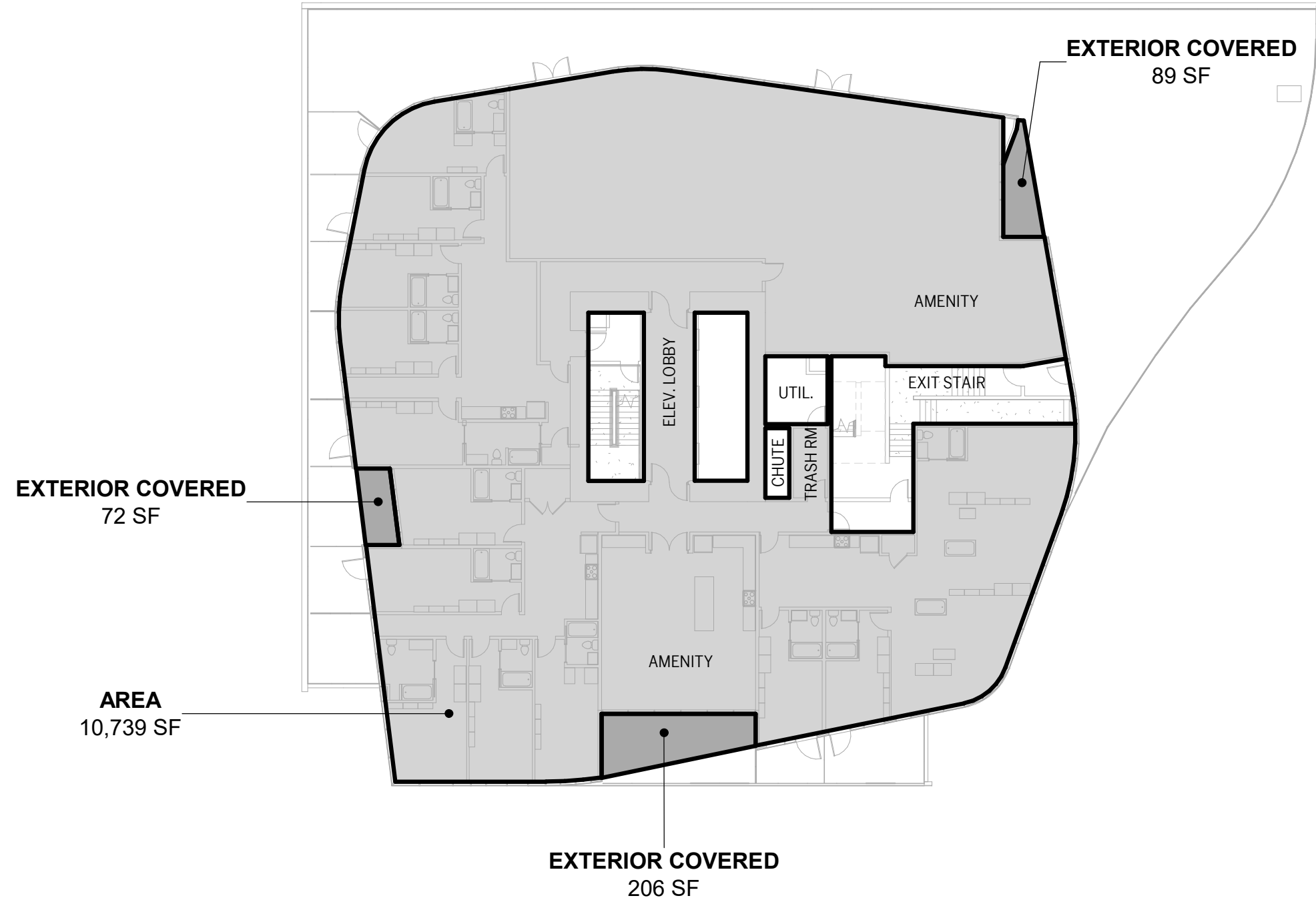
SCALE: 3/64" = 1'-0"



PARKING LEVELS 02-04

2

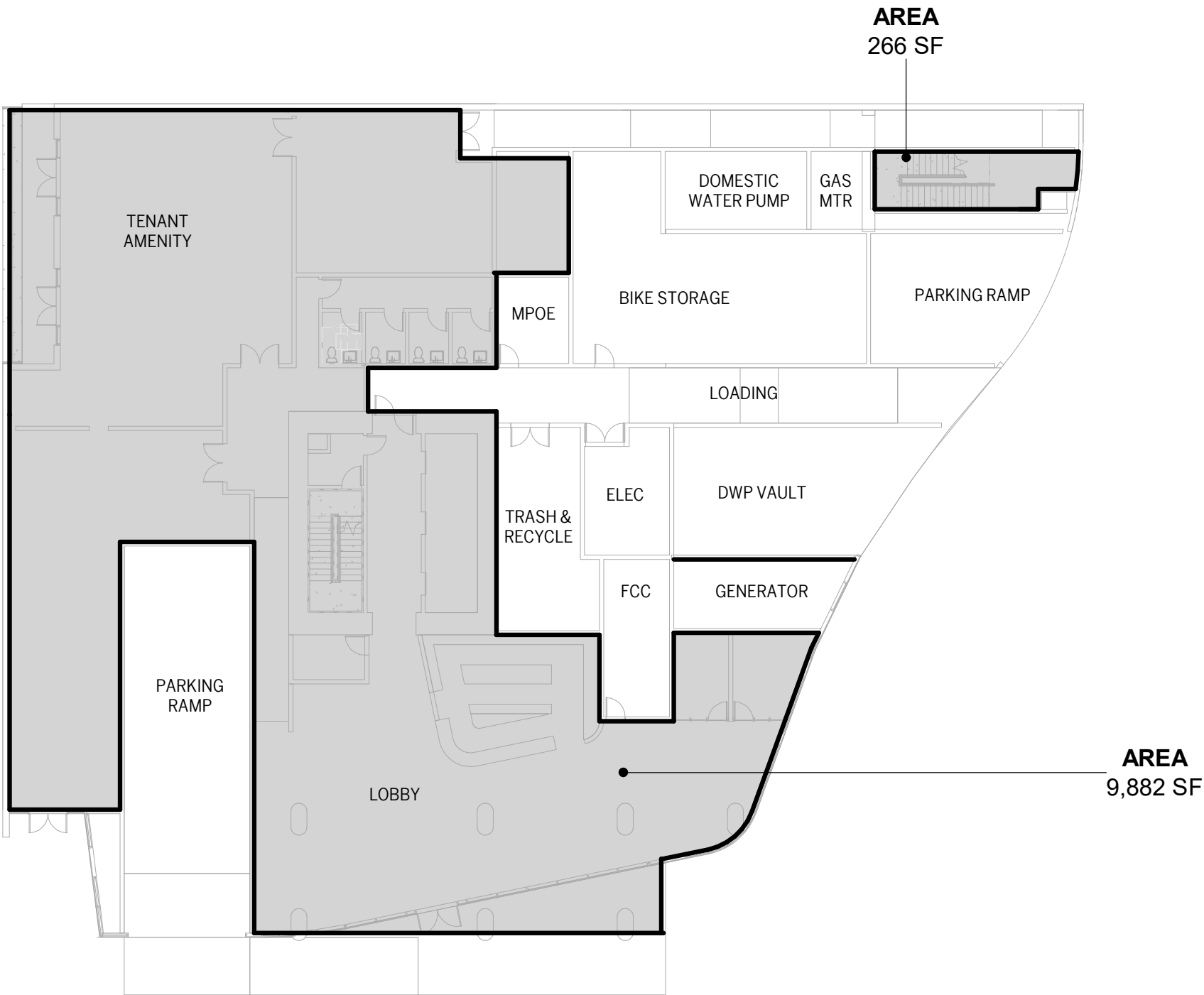
SCALE: 3/64" = 1'-0"



RESIDENTIAL LEVEL 05

3

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



LEVEL 01

1

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

FLOOR AREA CALCULATIONS

LEVEL 01		LEVEL 16	
STAIR	266 SF	BALCONY	62 SF
LOBBY AND AMENITY	9,882 SF	BALCONY	108 SF
	10,149 SF	BALCONY	119 SF
LEVEL 02		RESIDENTIAL	
ELEV. LOBBY	280 SF		11,005 SF
	280 SF		11,294 SF

LEVEL 03		LEVEL 17	
ELEV. LOBBY	280 SF	BALCONY	62 SF
	280 SF	BALCONY	108 SF
	280 SF	BALCONY	119 SF
LEVEL 04		RESIDENTIAL	
ELEV. LOBBY	280 SF		11,005 SF
	280 SF		11,294 SF

LEVEL 05		LEVEL 18	
BALCONY	72 SF	BALCONY	62 SF
BALCONY	89 SF	BALCONY	108 SF
BALCONY	206 SF	BALCONY	119 SF
RESIDENTIAL, AMENITY	10,739 SF	RESIDENTIAL	11,005 SF
	11,105 SF		11,294 SF

LEVEL 06		LEVEL 19	
BALCONY	72 SF	BALCONY	62 SF
BALCONY	118 SF	BALCONY	108 SF
BALCONY	206 SF	BALCONY	119 SF
RESIDENTIAL	11,044 SF	RESIDENTIAL	11,005 SF
	11,440 SF		11,294 SF

LEVEL 07		LEVEL 20	
BALCONY	72 SF	BALCONY	62 SF
BALCONY	118 SF	BALCONY	108 SF
RESIDENTIAL	11,044 SF	BALCONY	119 SF
	11,234 SF	RESIDENTIAL	11,005 SF
			11,294 SF

LEVEL 08		LEVEL 21	
BALCONY	72 SF	BALCONY	62 SF
BALCONY	118 SF	BALCONY	108 SF
BALCONY	206 SF	BALCONY	119 SF
RESIDENTIAL	11,044 SF	RESIDENTIAL	11,005 SF
	11,440 SF		11,294 SF

LEVEL 09		LEVEL 22	
BALCONY	72 SF	BALCONY	62 SF
BALCONY	118 SF	BALCONY	83 SF
RESIDENTIAL	11,044 SF	BALCONY	119 SF
	11,234 SF	BALCONY	151 SF
		RESIDENTIAL	10,875 SF
			11,291 SF

LEVEL 10		LEVEL 23	
BALCONY	72 SF	BALCONY	73 SF
BALCONY	118 SF	BALCONY	83 SF
BALCONY	206 SF	BALCONY	119 SF
RESIDENTIAL	11,044 SF	BALCONY	151 SF
	11,440 SF	RESIDENTIAL	10,864 SF
			11,291 SF

LEVEL 11		SKYDECK	
BALCONY	72 SF	TRELLIS	200 SF
BALCONY	118 SF	SKYDECK AMENITY	3,008 SF
RESIDENTIAL	11,044 SF		
	11,234 SF	TOTAL	229,015 SF

LEVEL 12			
BALCONY	72 SF		
BALCONY	118 SF		
BALCONY	206 SF		
RESIDENTIAL	11,044 SF		
	11,440 SF		

LEVEL 13			
BALCONY	72 SF		
BALCONY	118 SF		
RESIDENTIAL	11,044 SF		
	11,234 SF		

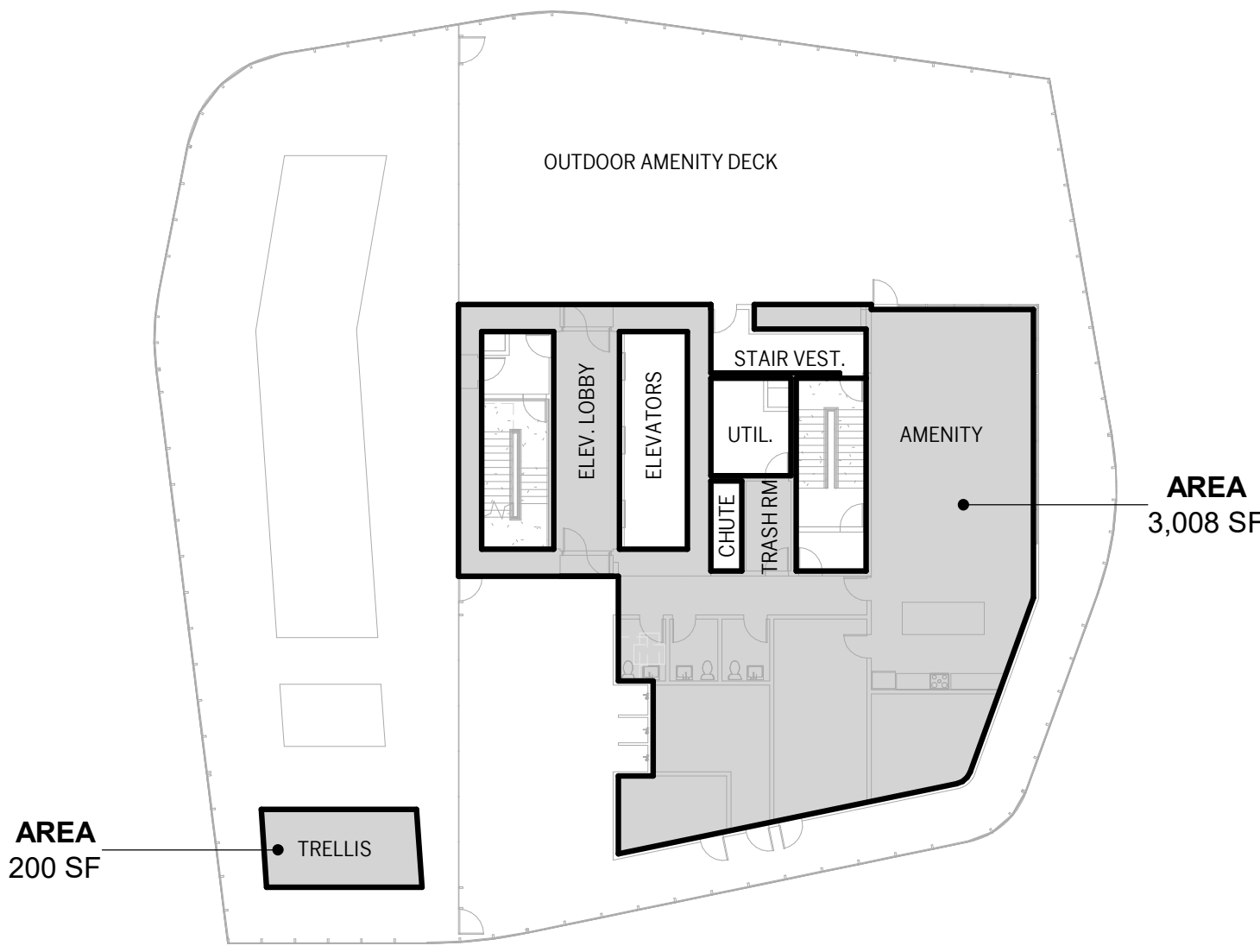
LEVEL 14			
BALCONY	72 SF		
BALCONY	118 SF		
BALCONY	206 SF		
RESIDENTIAL	11,044 SF		
	11,440 SF		

LEVEL 15			
BALCONY	72 SF		
BALCONY	118 SF		
RESIDENTIAL	11,044 SF		
	11,234 SF		

1. PARKING LEVELS 2-4 ARE TYPICAL PARKING LEVELS
2. RESIDENTIAL LEVELS 6-15 ARE TYPICAL RESIDENTIAL LEVELS
3. RESIDENTIAL LEVELS 16-21 ARE TYPICAL RESIDENTIAL LEVELS

FLOOR AREA (PER I.A.M.C. SECTION 12.03)
THE AREA IN SQUARE FEET CONFINED WITHIN THE EXTERIOR WALLS OF A BUILDING, BUT NOT INCLUDING THE AREA OF THE FOLLOWING:

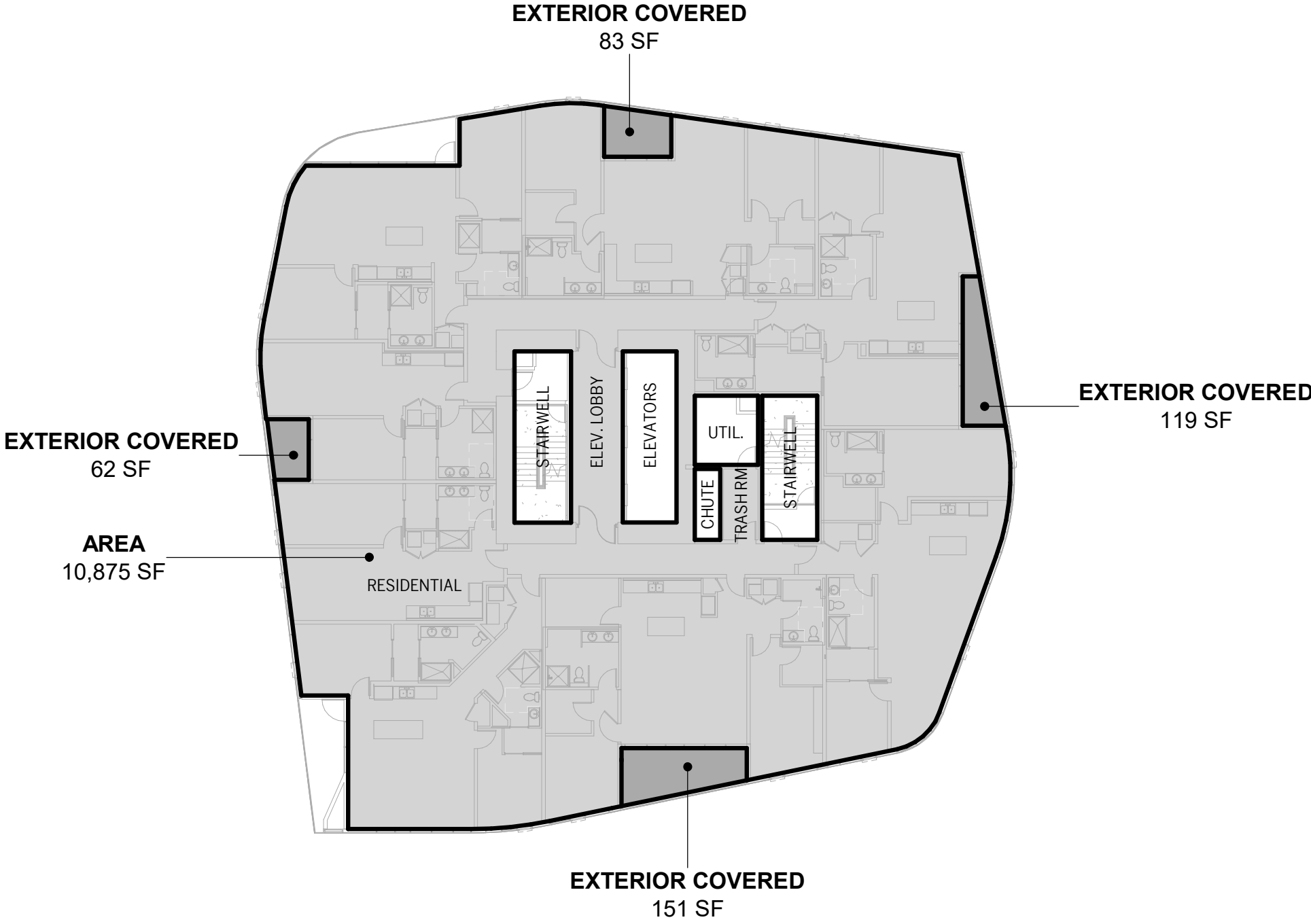
- EXTERIOR WALLS
- STAIRWAYS
- SHAFTS
- ROOMS HOUSING BUILDING-OPERATING EQUIPMENT OR MACHINERY
- PARKING AREAS WITH ASSOCIATED DRIVEWAYS AND RAMPS
- SPACES DEDICATED TO BICYCLE PARKING
- SPACE FOR THE LANDING AND STORAGE OF HELICOPTERS
- BASEMENT STORAGE AREAS



AMENITY LEVEL 24

4

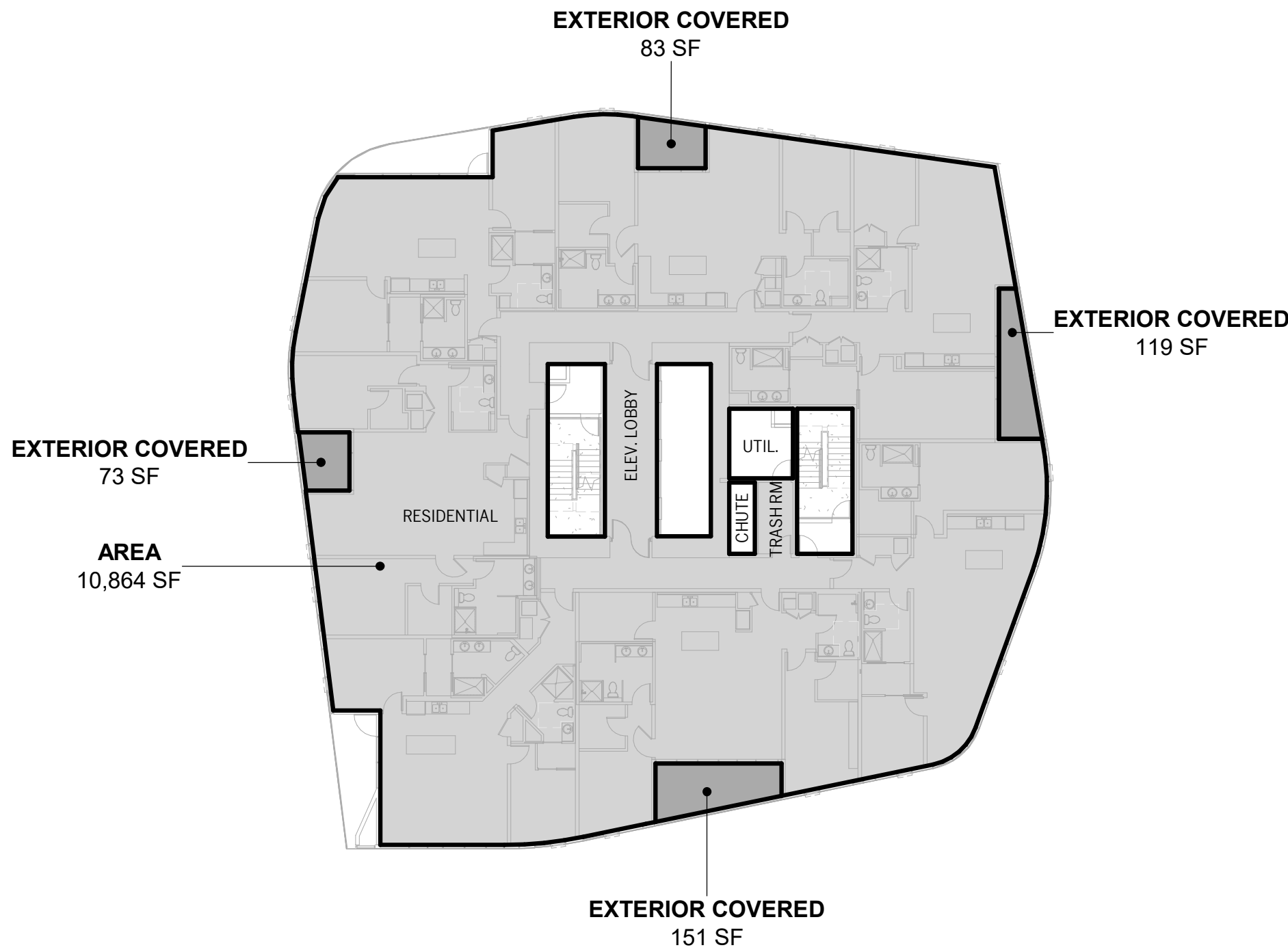
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RESIDENTIAL LEVEL 22

2

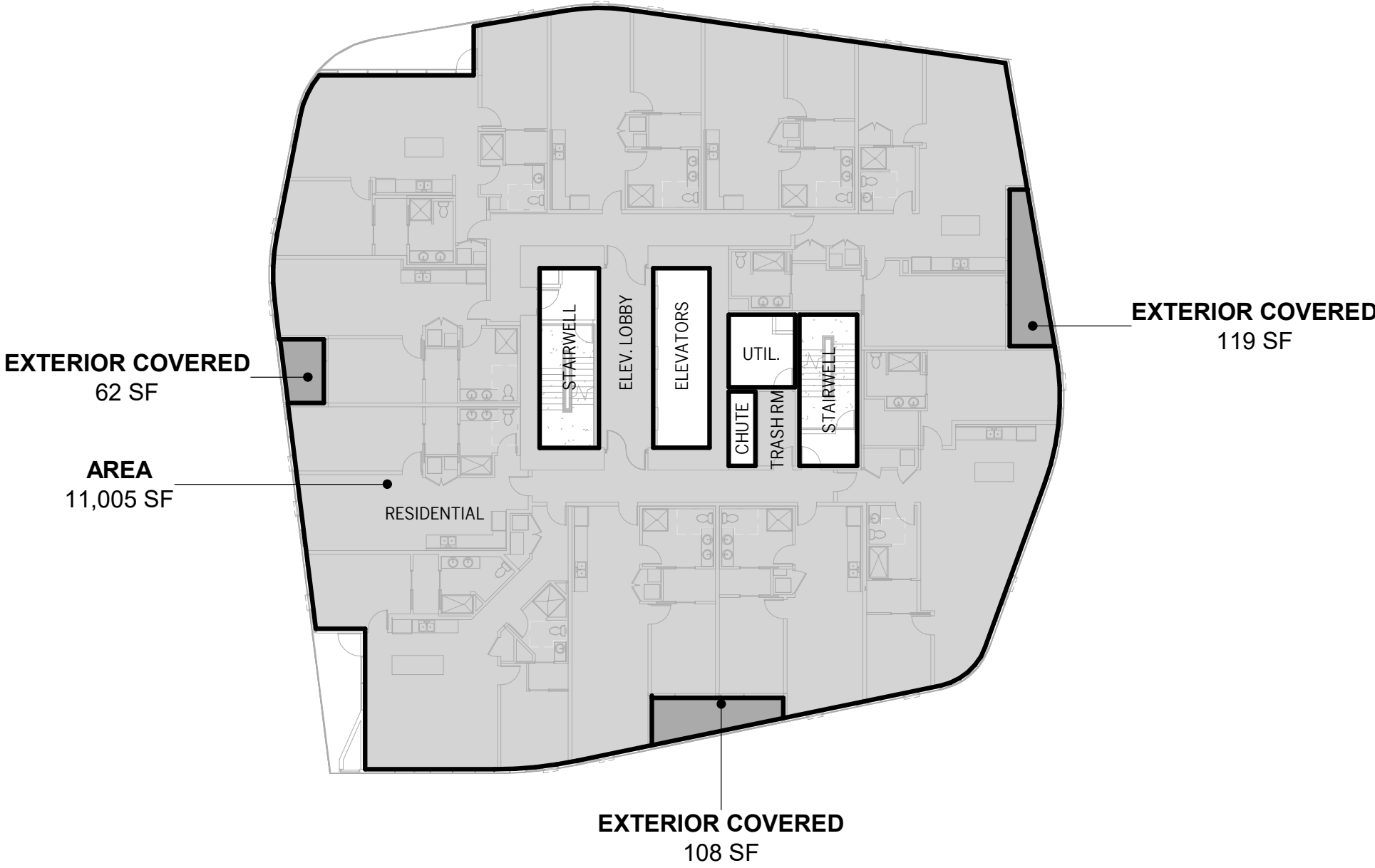
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RESIDENTIAL LEVEL 23

3

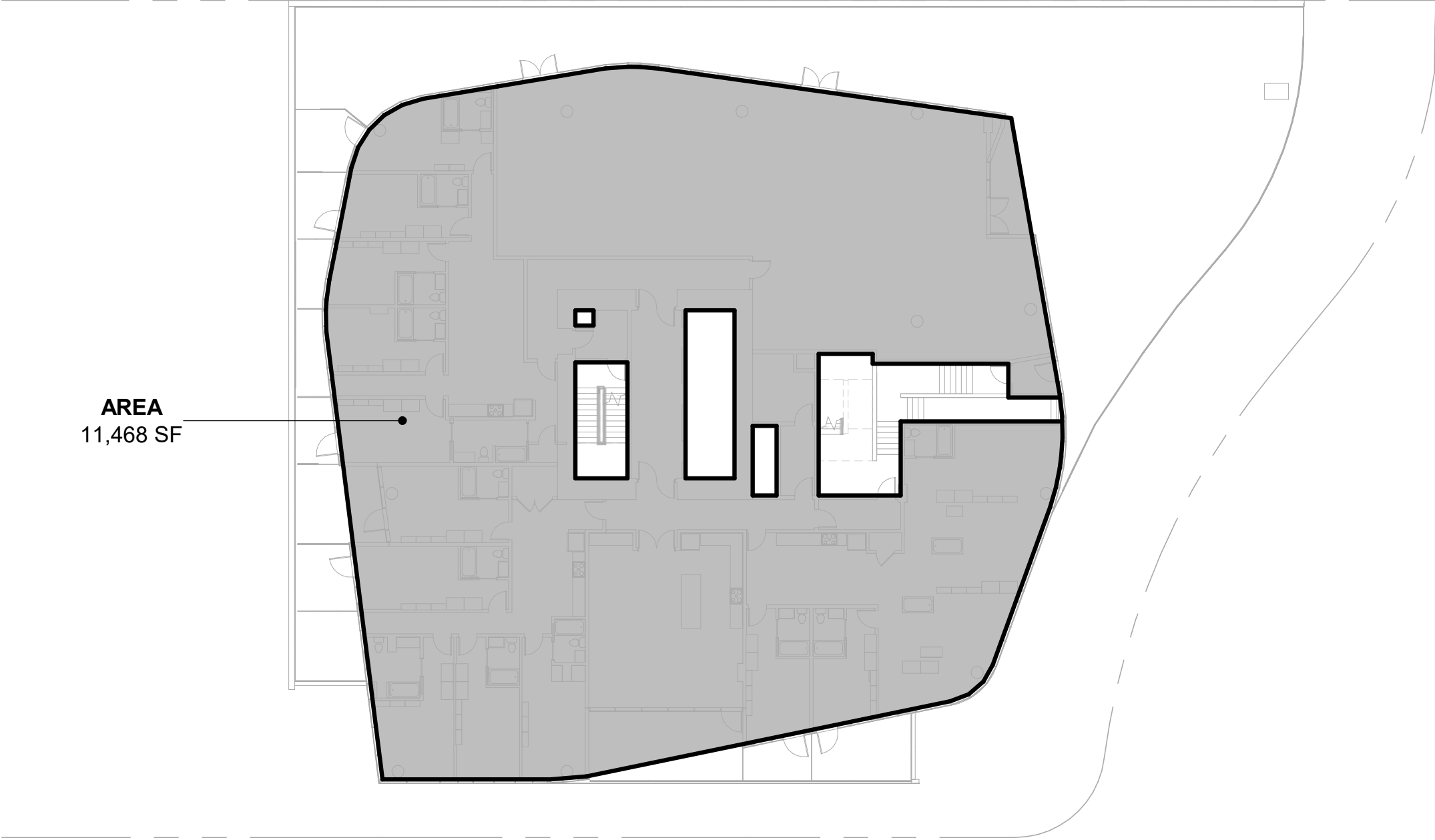
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RESIDENTIAL LEVELS 16-21

1

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



LEVEL 05

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

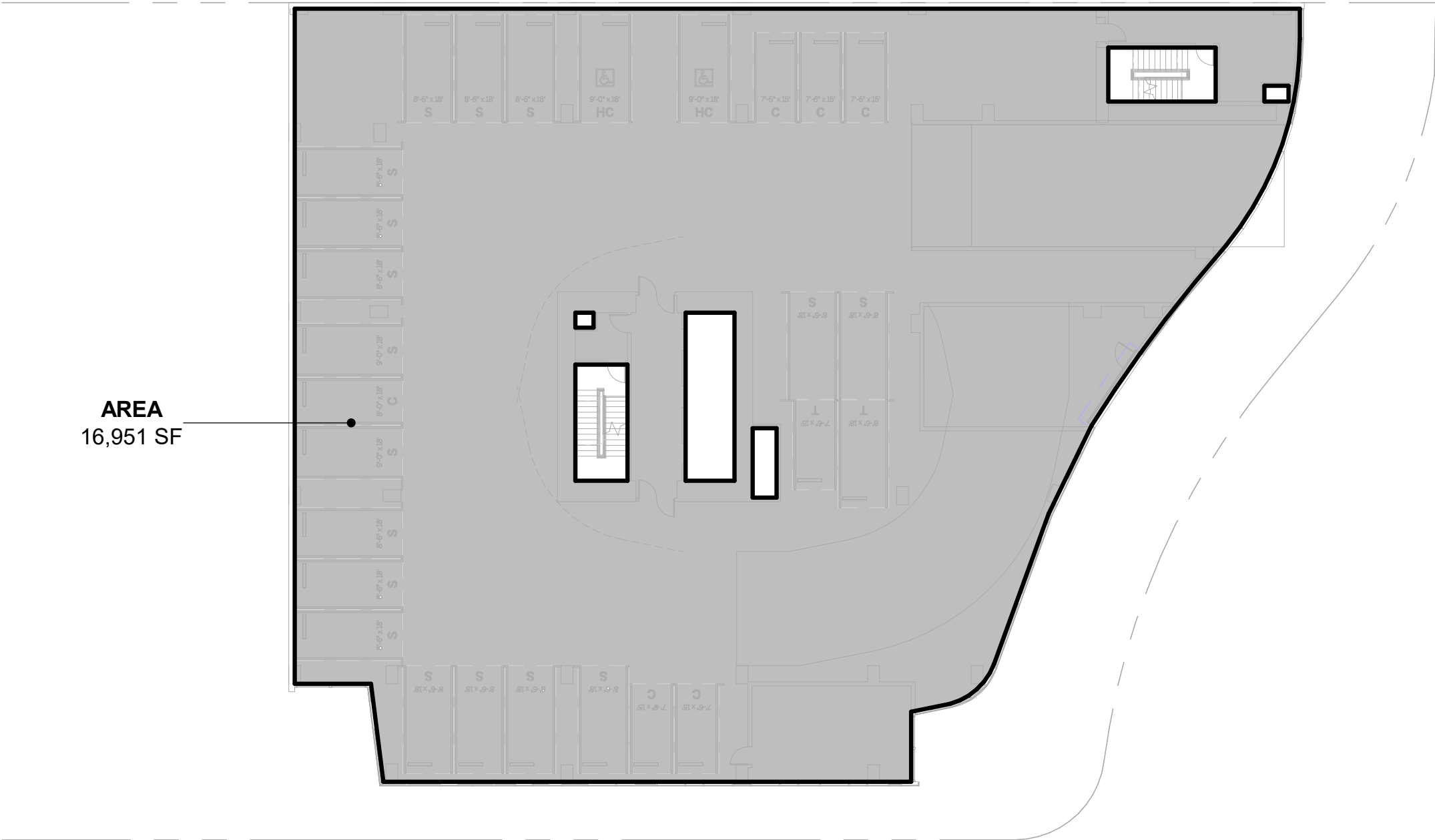
4



LEVEL 01

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

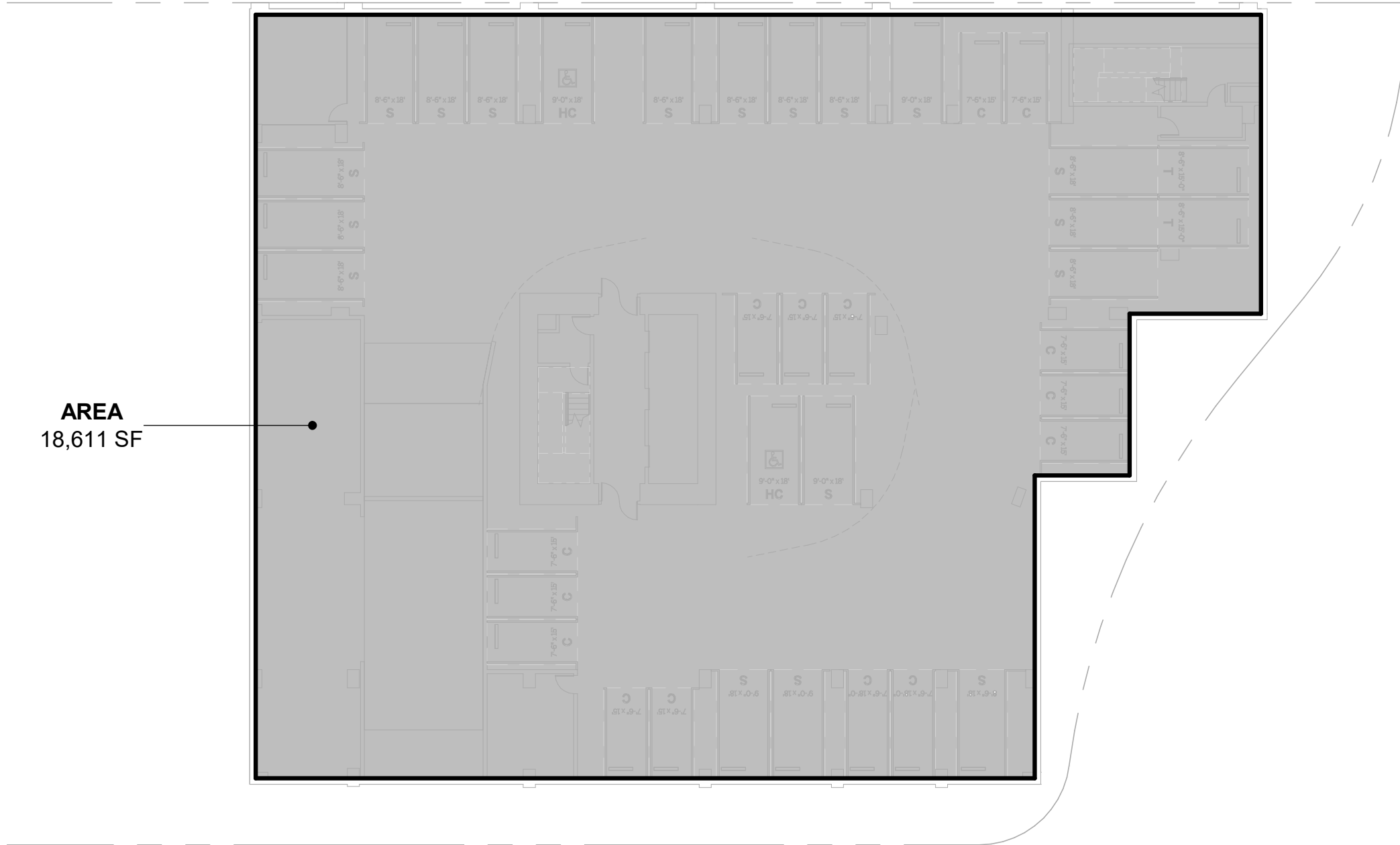
2



PARKING LEVELS 02-04

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

3



PARKING LEVEL B1

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

1

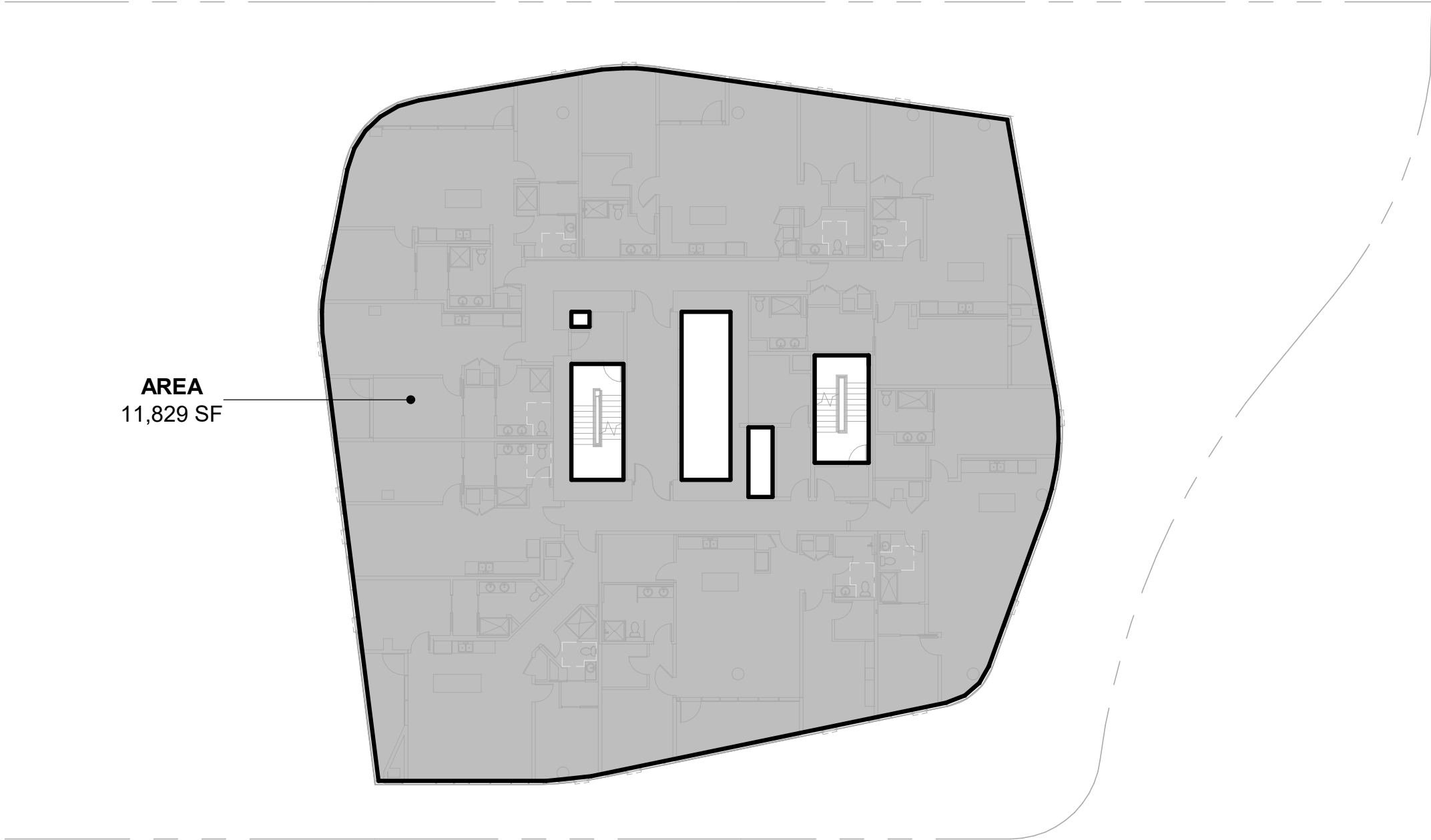
BUILDING AREA (CBC)

LEVEL B1	18,611 SF
LEVEL 01	16,583 SF
LEVEL 02	16,951 SF
LEVEL 03	16,951 SF
LEVEL 04	16,951 SF
LEVEL 05	11,468 SF
LEVEL 06	11,829 SF
LEVEL 07	11,594 SF
LEVEL 08	11,829 SF
LEVEL 09	11,594 SF
LEVEL 10	11,829 SF
LEVEL 11	11,594 SF
LEVEL 12	11,829 SF
LEVEL 13	11,594 SF
LEVEL 14	11,829 SF
LEVEL 15	11,594 SF
LEVEL 16	11,829 SF
LEVEL 17	11,829 SF
LEVEL 18	11,829 SF
LEVEL 19	11,829 SF
LEVEL 20	11,829 SF
LEVEL 21	11,829 SF
LEVEL 22	11,829 SF
LEVEL 23	11,829 SF
SKYDECK	3,478 SF
TOTAL	312,733 SF

BUILDING AREA ALLOWED:
UNLIMITED

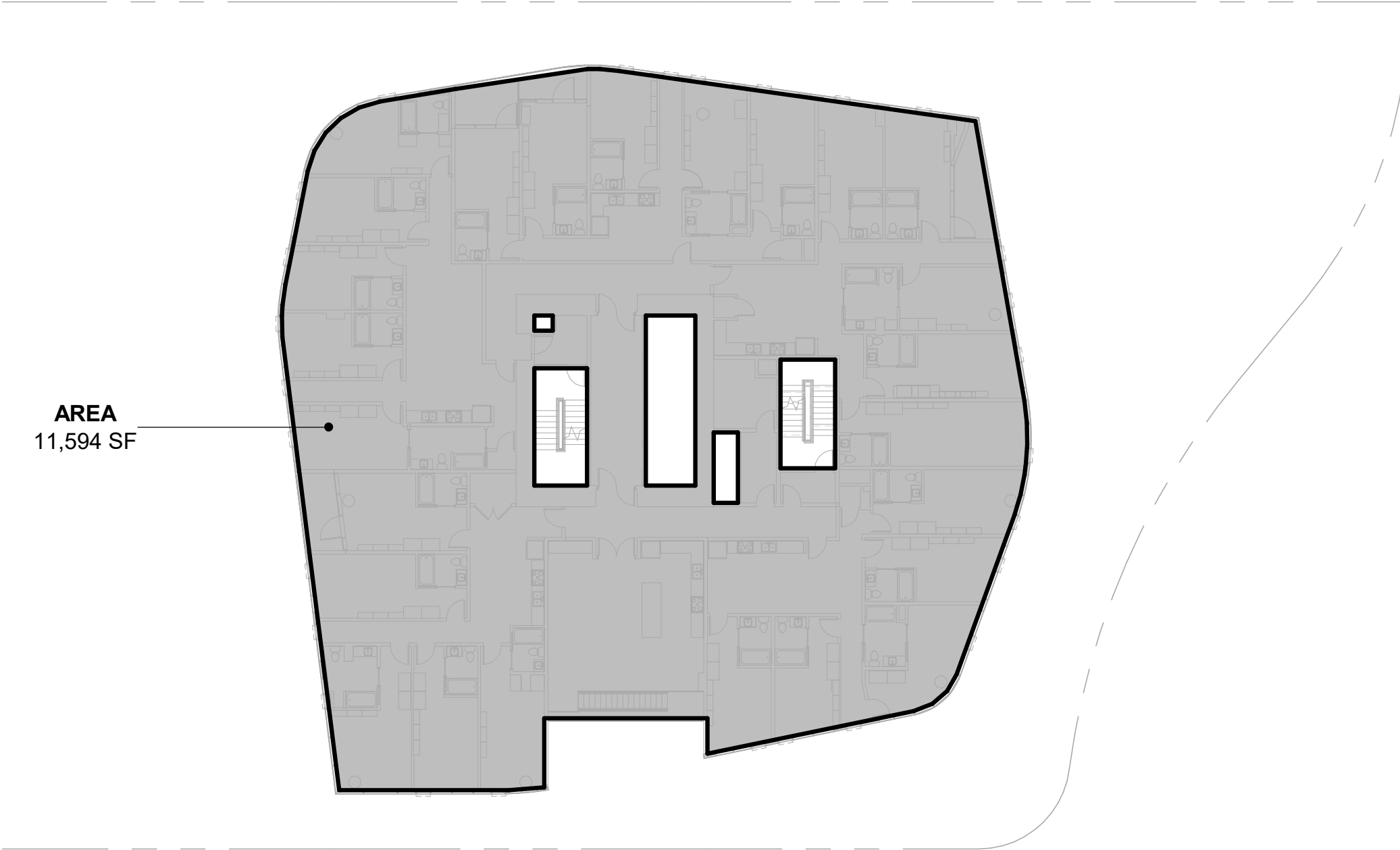
BUILDING AREA PROPOSED:
312,733 SF

BUILDING AREA (PER LARC SECTION 202)
THE FLOOR AREA WITHIN THE INSIDE PERIMETER OF THE EXTERIOR WALLS OF THE BUILDING UNDER CONSIDERATION, EXCLUSIVE OF VENT SHAFTS AND COURTS, WITHOUT DEDUCTION FOR THE FOLLOWING:
• CORRIDORS
• STAIRWAYS
• CLOSETS
• THICKNESS OF INTERIOR WALLS
• COLUMNS AND OTHER FEATURES
THE FLOOR AREA OF THE BUILDING OR PORTION THEREOF, NOT PROVIDED WITH SURROUNDING EXTERIOR WALLS, SHALL BE USABLE FLOOR AREA UNDER THE HORIZONTAL PROJECTION OF ROOF OR FLOOR ABOVE.



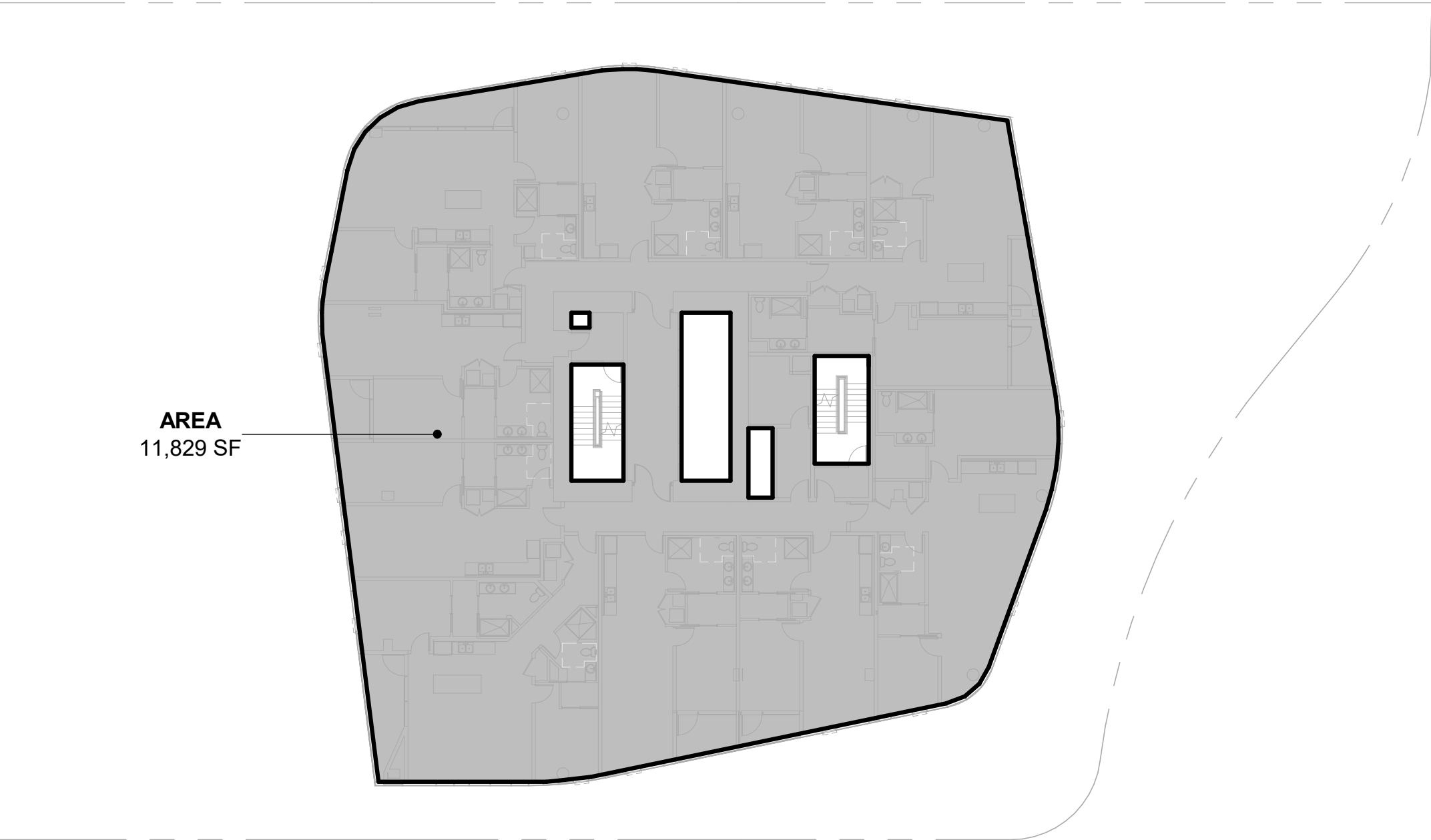
RESIDENTIAL LEVEL 22 4

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



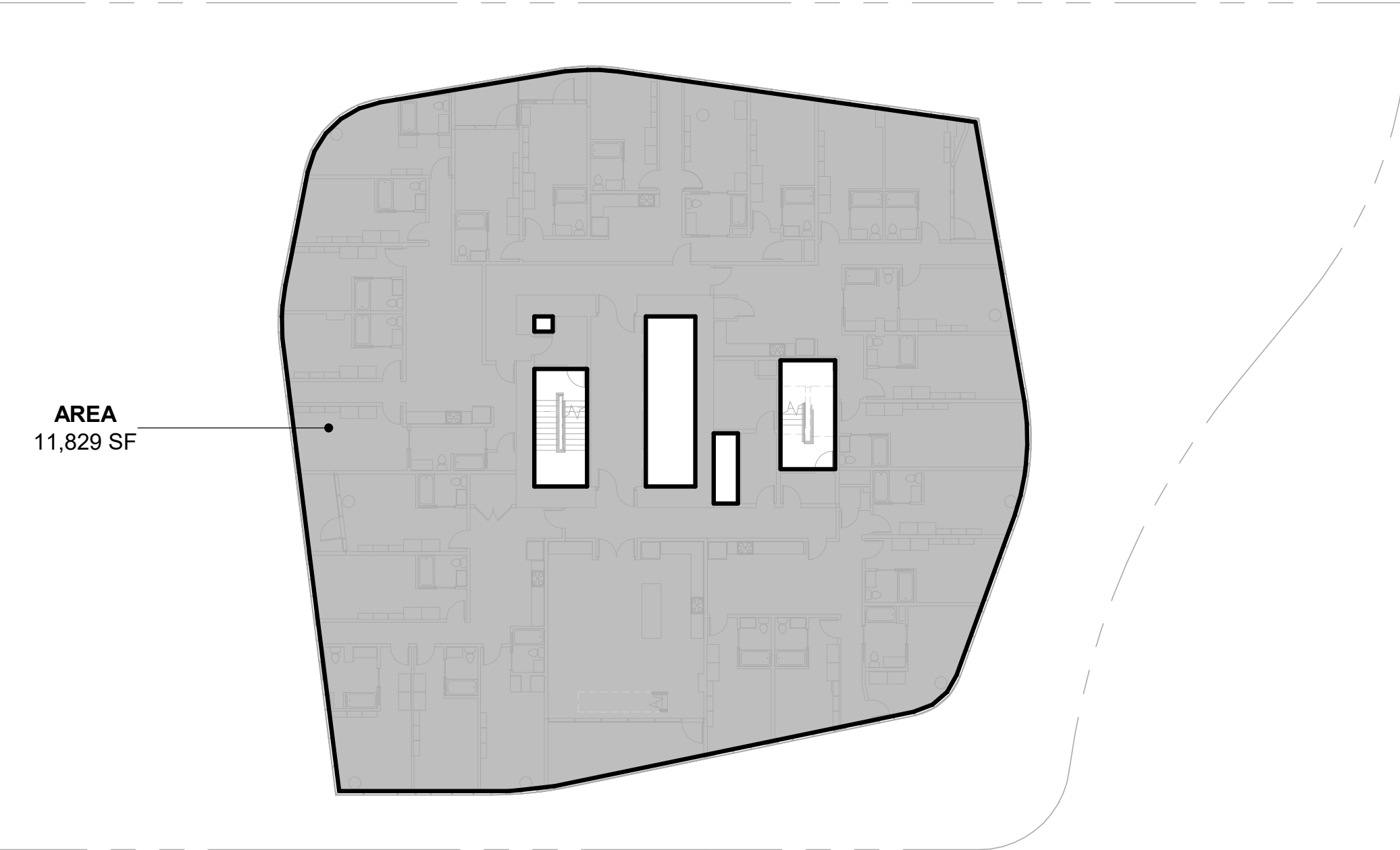
RESIDENTIAL LEVELS 07, 09, 11, 13, 15 2

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



RESIDENTIAL LEVELS 16-21 3

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



RESIDENTIAL LEVEL 06, 08, 10, 12, 14 1

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

BUILDING CODE AREA CALCULATIONS

LEVEL B1	18,611 SF
LEVEL 01	16,583 SF
LEVEL 02	16,951 SF
LEVEL 03	16,951 SF
LEVEL 04	16,951 SF
LEVEL 05	11,468 SF
LEVEL 06	11,829 SF
LEVEL 07	11,594 SF
LEVEL 08	11,829 SF
LEVEL 09	11,594 SF
LEVEL 10	11,829 SF
LEVEL 11	11,594 SF
LEVEL 12	11,829 SF
LEVEL 13	11,594 SF
LEVEL 14	11,829 SF
LEVEL 15	11,594 SF
LEVEL 16	11,829 SF
LEVEL 17	11,829 SF
LEVEL 18	11,829 SF
LEVEL 19	11,829 SF
LEVEL 20	11,829 SF
LEVEL 21	11,829 SF
LEVEL 22	11,829 SF
LEVEL 23	11,829 SF
SKYDECK	3,478 SF
TOTAL	312,733 SF

BUILDING AREA ALLOWED:
UNLIMITED

BUILDING AREA PROPOSED:
312,733 SF

*BUILDING AREA (PER IBC SECTION 202)
THE FLOOR AREA WITHIN THE INSIDE PERIMETER OF THE EXTERIOR WALLS OF THE BUILDING UNDER CONSIDERATION, EXCLUSIVE OF VENT SHAFTS AND COURTS, WITHOUT DEDUCTION FOR THE FOLLOWING:
• CORRIDORS
• STAIRWAYS
• CLOSETS
• THICKNESS OF INTERIOR WALLS
• COLUMNS AND OTHER FEATURES
THE FLOOR AREA OF THE BUILDING OR PORTION THEREOF, NOT PROVIDED WITH SURROUNDING EXTERIOR WALLS, SHALL BE USABLE FLOOR AREA UNDER THE HORIZONTAL PROJECTION OF ROOF OR FLOOR ABOVE.*

GROSS AREA CALCULATIONS

LEVEL B1	18,611 SF
LEVEL 01	16,583 SF
LEVEL 02	16,951 SF
LEVEL 03	16,951 SF
LEVEL 04	16,951 SF
LEVEL 05	11,468 SF
LEVEL 06	11,829 SF
LEVEL 07	11,594 SF
LEVEL 08	11,829 SF
LEVEL 09	11,594 SF
LEVEL 10	11,829 SF
LEVEL 11	11,594 SF
LEVEL 12	11,829 SF
LEVEL 13	11,594 SF
LEVEL 14	11,829 SF
LEVEL 15	11,594 SF
LEVEL 16	11,829 SF
LEVEL 17	11,829 SF
LEVEL 18	11,829 SF
LEVEL 19	11,829 SF
LEVEL 20	11,829 SF
LEVEL 21	11,829 SF
LEVEL 22	11,829 SF
LEVEL 23	11,829 SF
SKYDECK	3,478 SF
TOTAL	312,733 SF

BUILDING AREA ALLOWED:
UNLIMITED

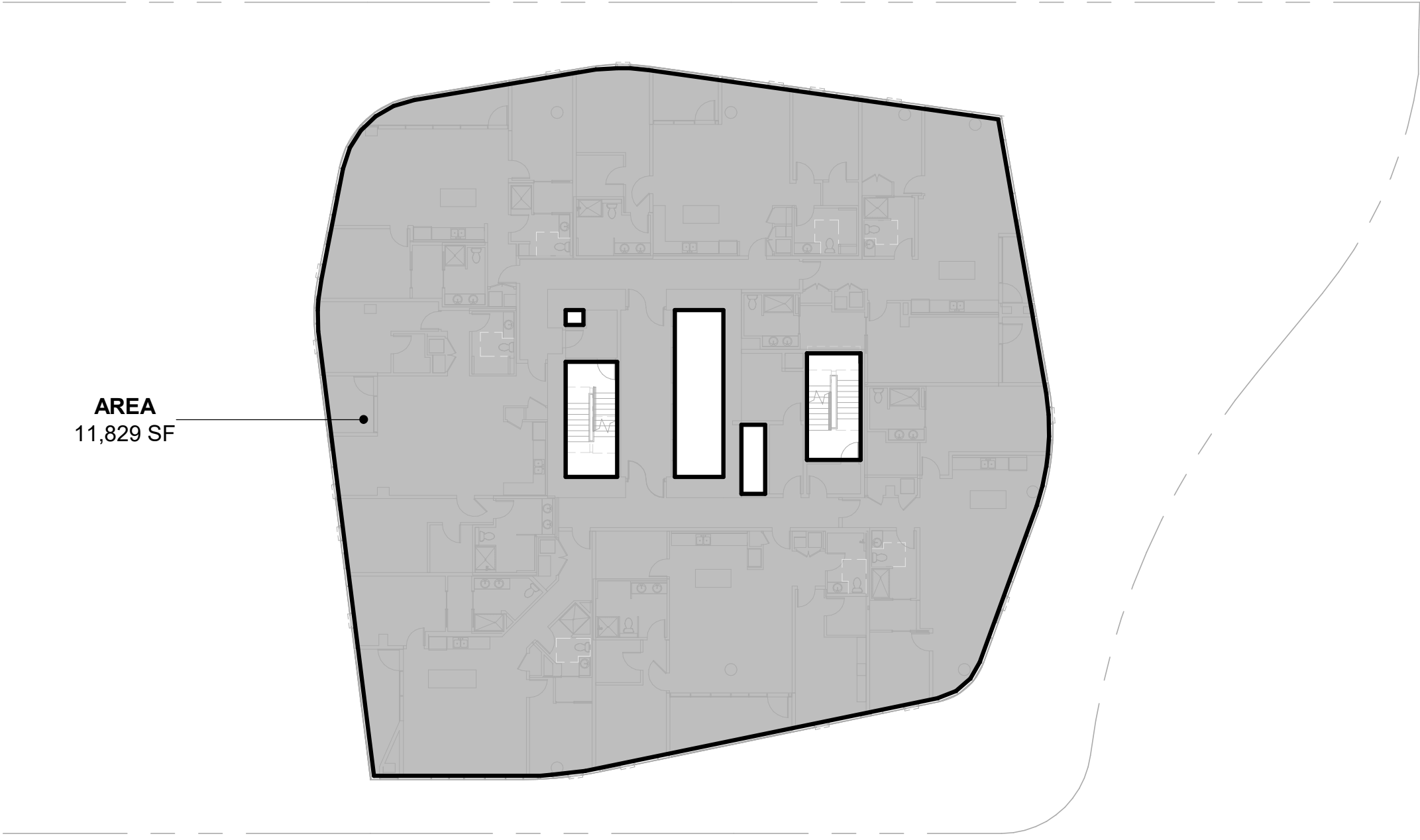
BUILDING AREA PROPOSED:
312,733 SF

*BUILDING AREA (PER LABC SECTION 202)
THE FLOOR AREA WITHIN THE INSIDE PERIMETER OF THE EXTERIOR WALLS OF THE BUILDING UNDER CONSIDERATION, EXCLUSIVE OF VENT SHAFTS AND COURTS, WITHOUT DEDUCTION FOR THE FOLLOWING:
• CORRIDORS
• STAIRWAYS
• CLOSETS
• THICKNESS OF INTERIOR WALLS
• COLUMNS AND OTHER FEATURES
THE FLOOR AREA OF THE BUILDING OR PORTION THEREOF, NOT PROVIDED WITH SURROUNDING EXTERIOR WALLS, SHALL BE USABLE FLOOR AREA UNDER THE HORIZONTAL PROJECTION OF ROOF OR FLOOR ABOVE.*



AMENITY LEVEL 24 2

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



RESIDENTIAL LEVEL 23 1

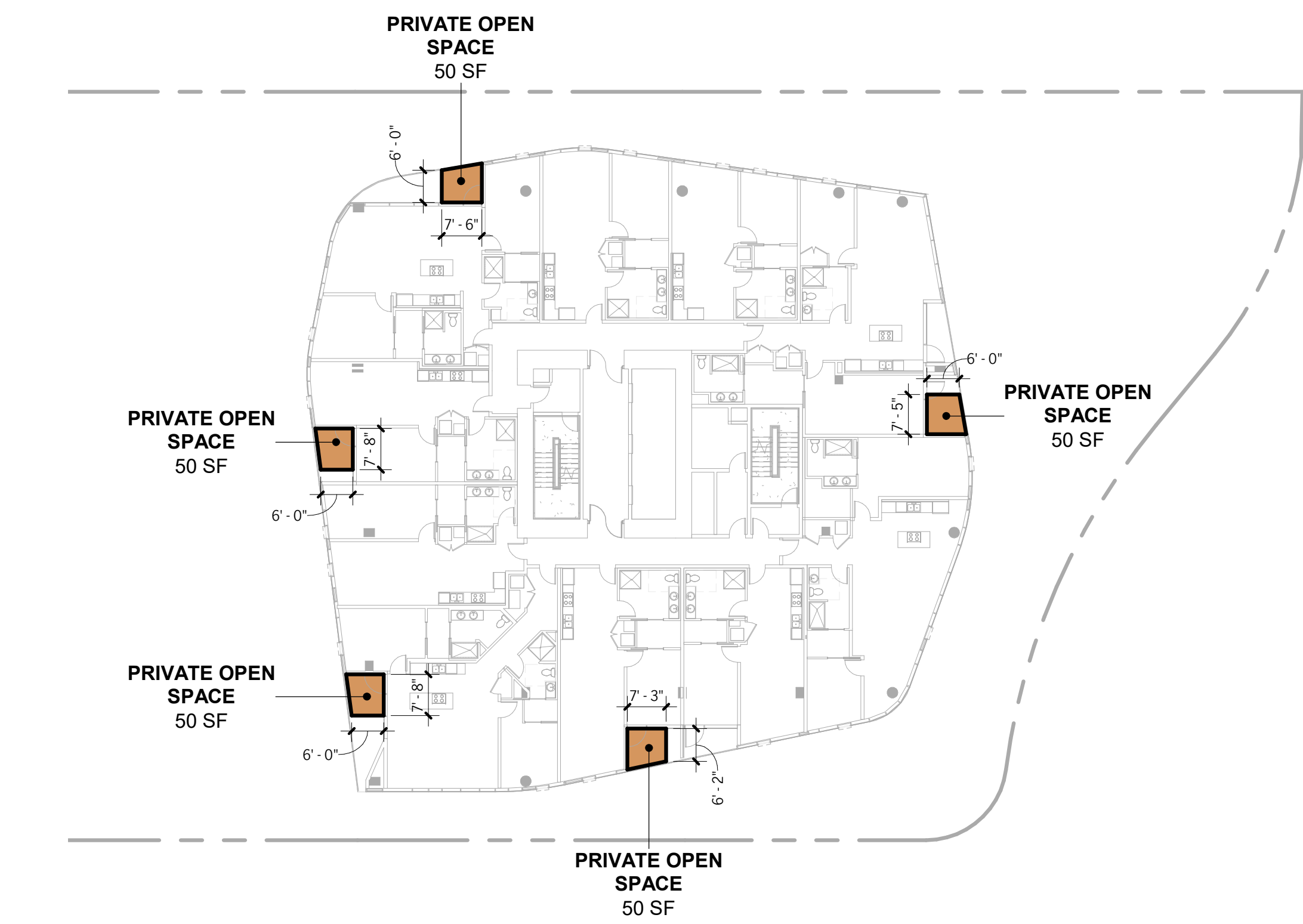
SCALE: 3/64" = 1'-0"

OPEN SPACE CALCULATION

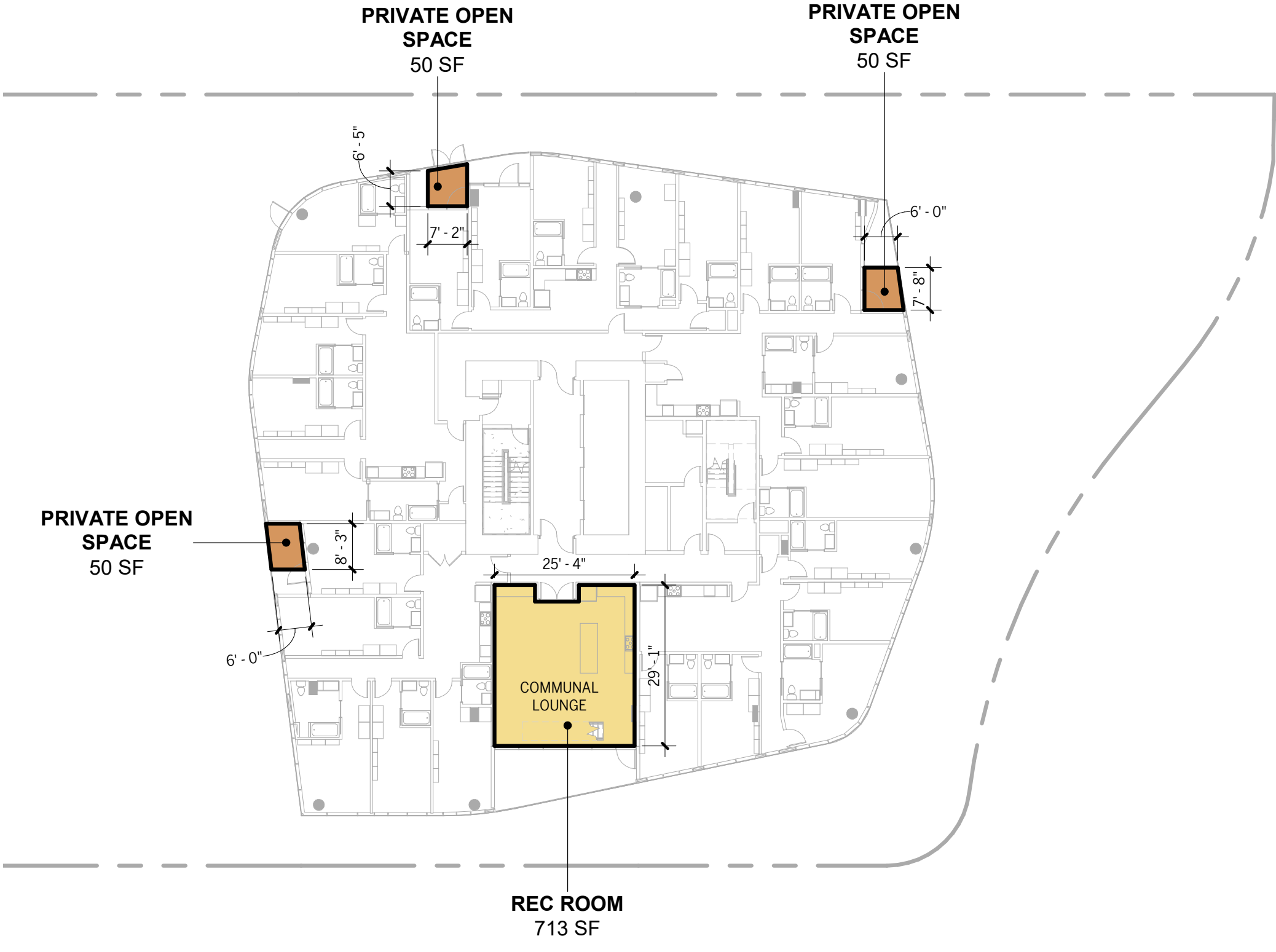
	LEVEL	COMMON SPACE - OUTDOOR	RECREATION ROOM		# UNITS W/BALCONY	PRIVATE OPEN SPACE	TOTAL OPEN SPACE
			AMENITY	COMMUNAL LOUNGE			
ROOF/MECH	25						
SKY DECK	24	7,231 SF	998 SF				
UPPER RESIDENTIAL (8 floors)	23				6	300 SF	
	22				6	300 SF	
	21				5	250 SF	
	20				5	250 SF	
	19				5	250 SF	
	18				5	250 SF	
	17				5	250 SF	
	16				5	250 SF	
LOWER RESIDENTIAL (11 floors)	15			See Note 1.	3	150 SF	
	14			See Note 1.	3	150 SF	
	13			See Note 1.	3	150 SF	
	12			See Note 1.	3	150 SF	
	11			See Note 1.	3	150 SF	
	10			See Note 1.	3	150 SF	
	9			See Note 1.	3	150 SF	
	8			See Note 1.	3	150 SF	
	7			See Note 1.	3	150 SF	
	6			See Note 1.	3	150 SF	
	5	2,372 SF	3,140 SF	713 SF	3	150 SF	
PARKING	P4						
	P3						
	P2						
	P1						
GROUND FLOOR PARKING	B1						
SUBTOTAL		9,603 SF	4,138 SF	713 SF	75	3,750 SF	
TOTALS		9,603 SF	4,425 SF		75	3,750 SF	17,778 SF
		8,850 SF min 50% min	4,425 SF max 25% max			4,425 SF max 25% max	17,700 SF min

TOTAL OPEN SPACE AREA REQUIRED: 17,700 SF
TOTAL OPEN SPACE PROPOSED: 17,778 SF

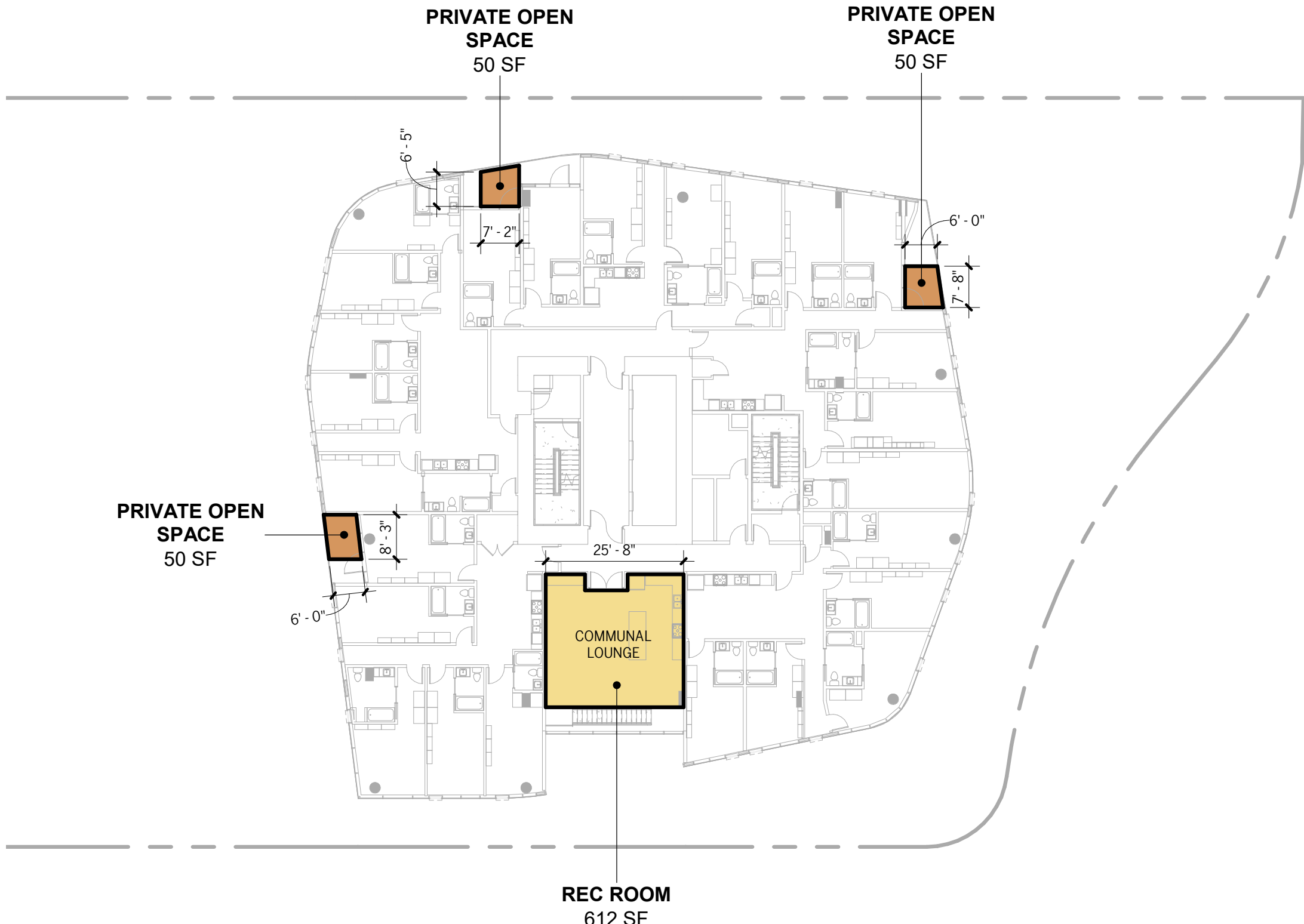
1. COMMUNAL LOUNGES IN EXCESS OF MAXIMUM AREA ALLOWED FOR RECREATION ROOMS ARE OMITTED FOR CLARITY.



RESIDENTIAL LEVELS 16-21 4
SCALE: 3/64" = 1'-0"



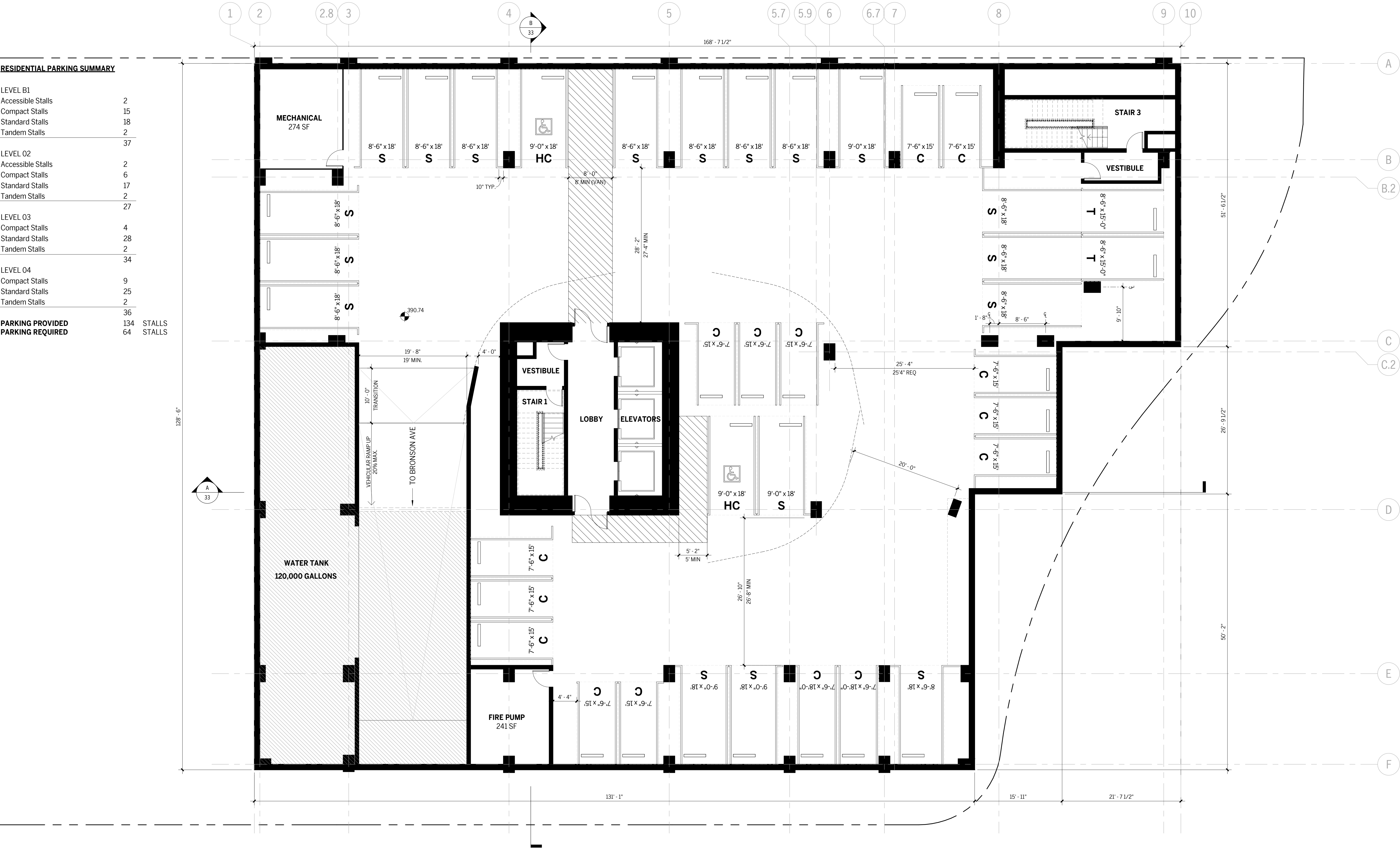
LEVEL 06, 08, 10, 12, 14 2
SCALE: 3/64" = 1'-0"



RESIDENTIAL LEVELS 07, 09, 11, 13, 15 3
SCALE: 3/64" = 1'-0"

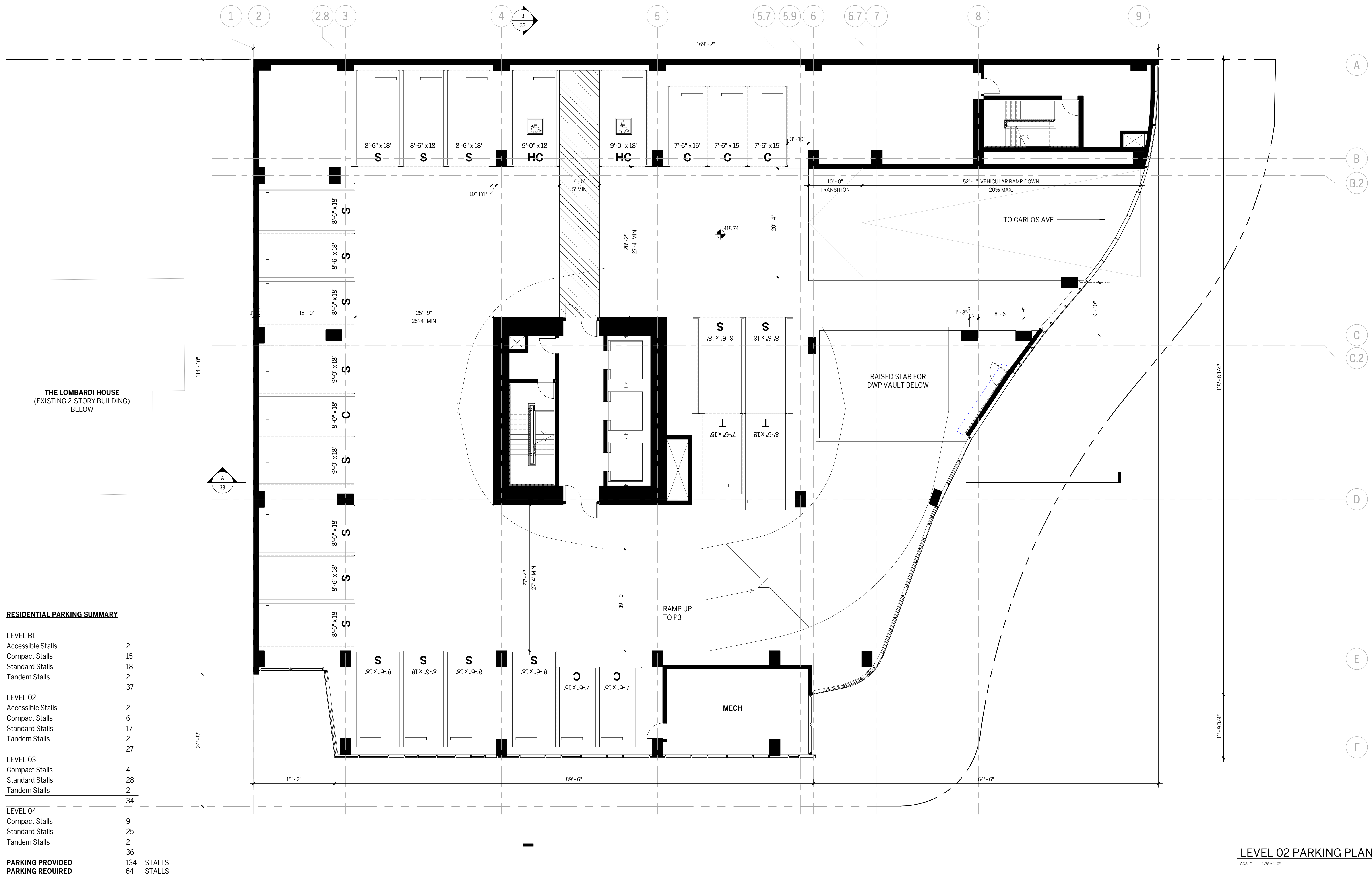


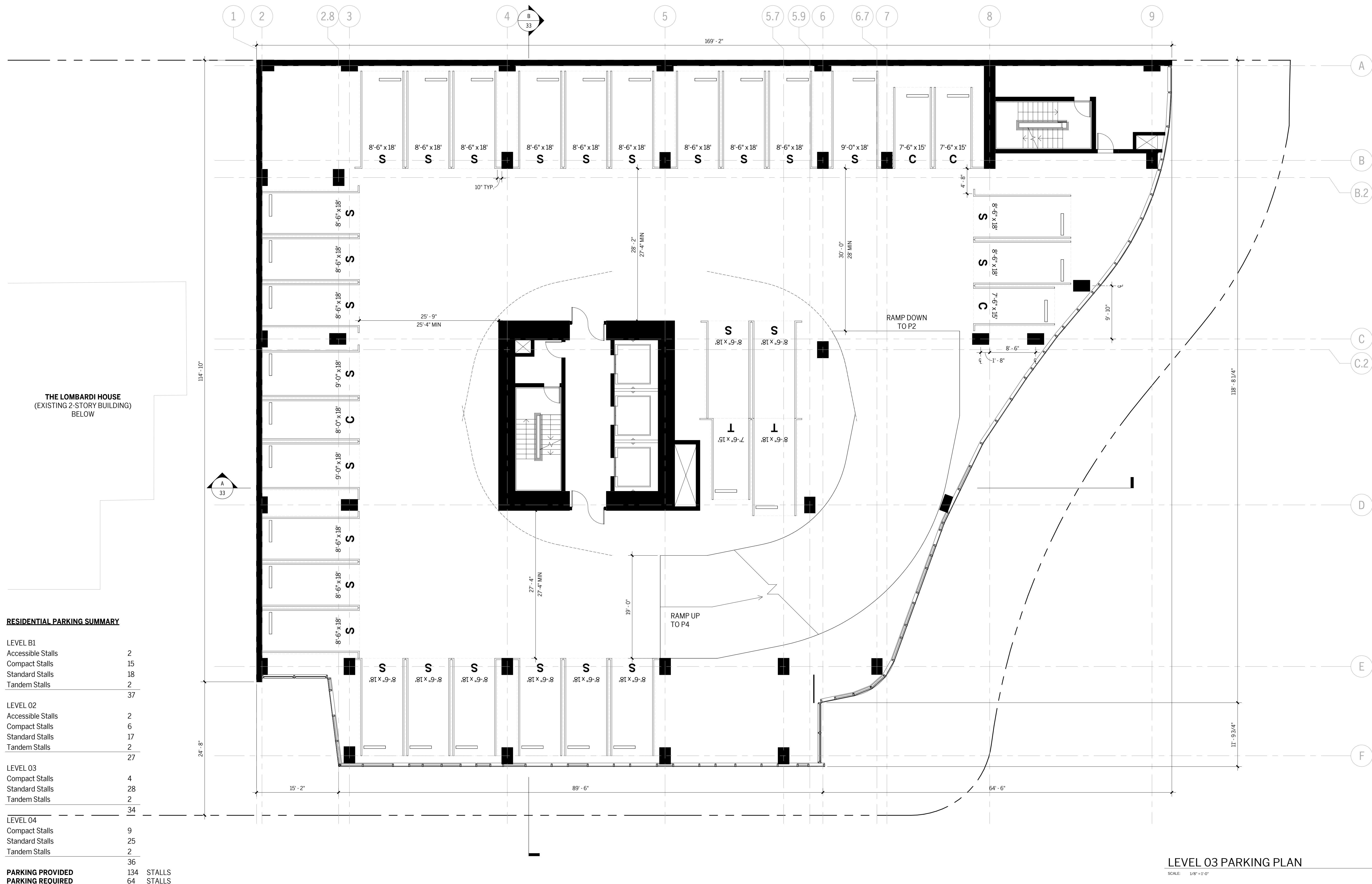
LEVEL 05 1
SCALE: 3/64" = 1'-0"

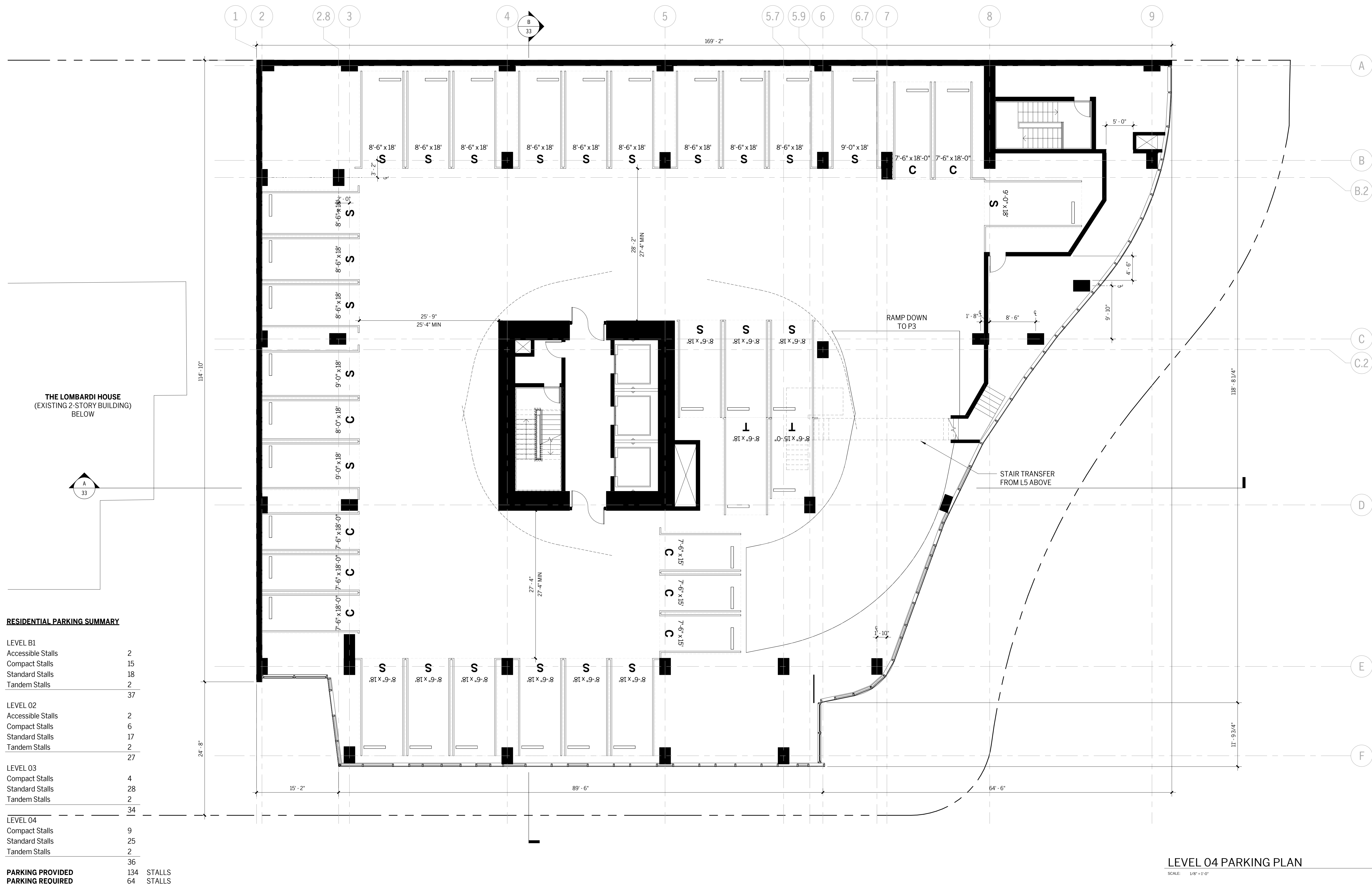


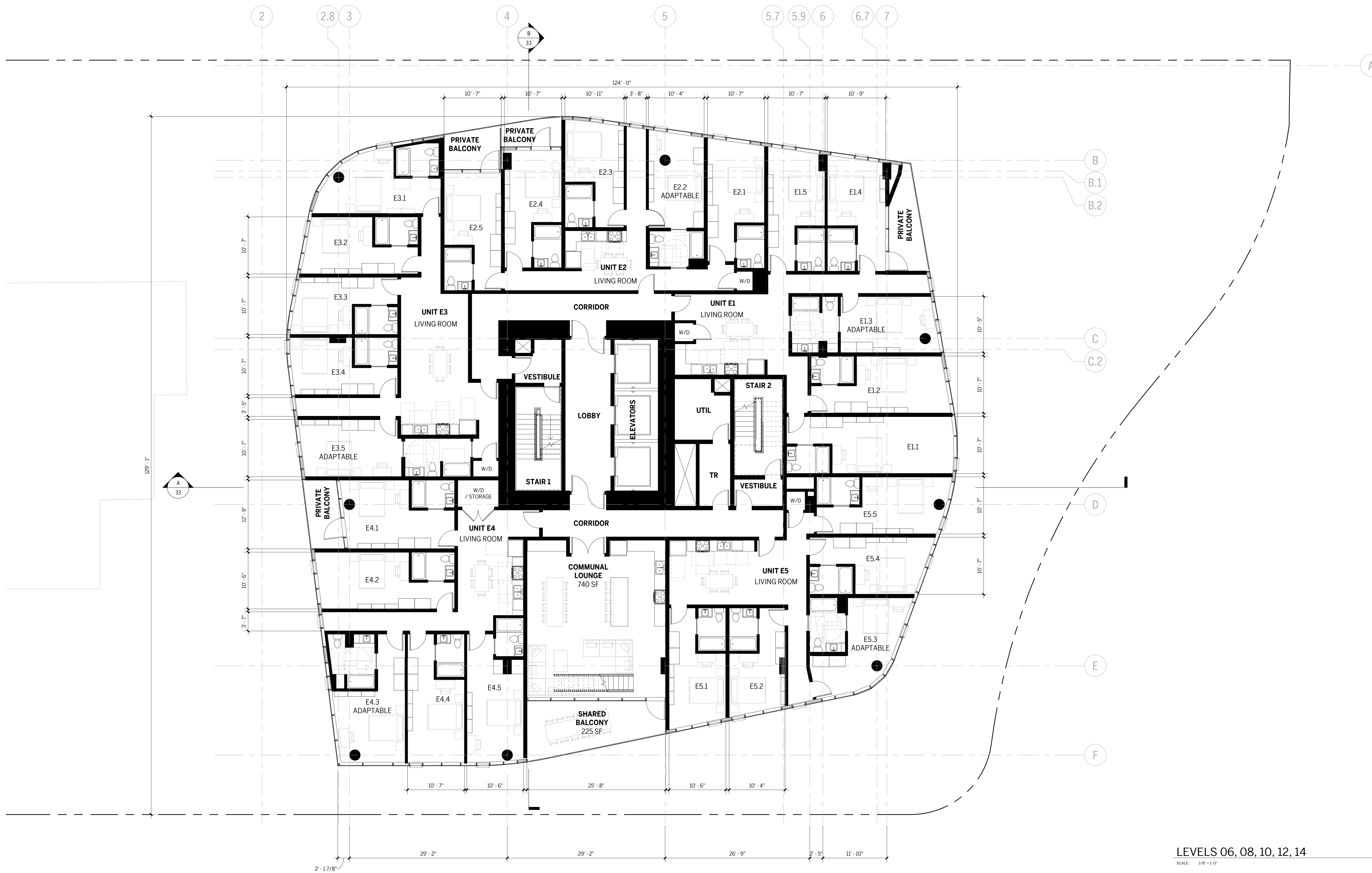
RESIDENTIAL PARKING SUMMARY

LEVEL B1		
Accessible Stalls	2	
Compact Stalls	15	
Standard Stalls	18	
Tandem Stalls	2	
37		
LEVEL 02		
Accessible Stalls	2	
Compact Stalls	6	
Standard Stalls	17	
Tandem Stalls	2	
27		
LEVEL 03		
Compact Stalls	4	
Standard Stalls	28	
Tandem Stalls	2	
34		
LEVEL 04		
Compact Stalls	9	
Standard Stalls	25	
Tandem Stalls	2	
36		
PARKING PROVIDED	134	STALLS
PARKING REQUIRED	64	STALLS







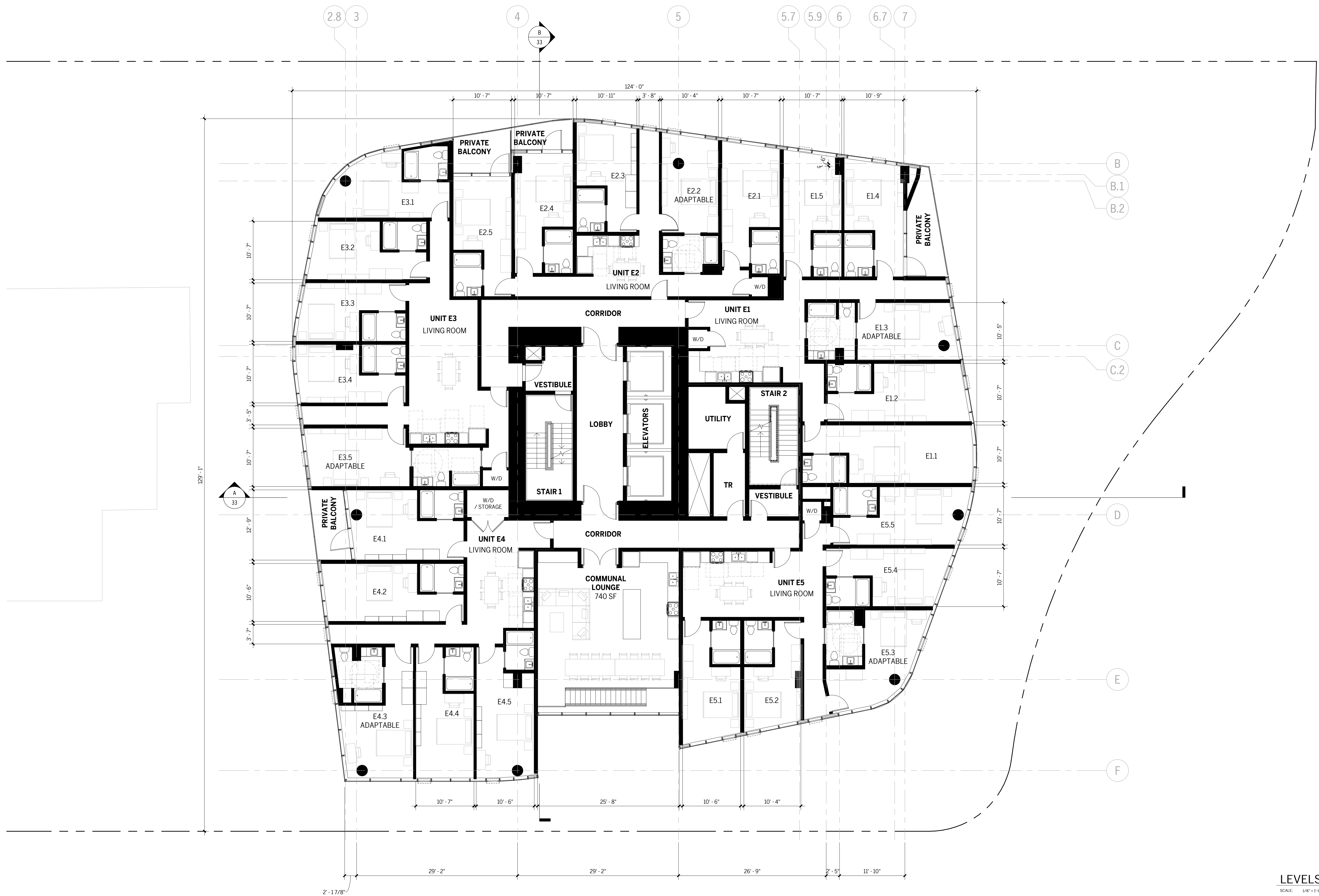


LEVELS 06, 08, 10, 12, 14

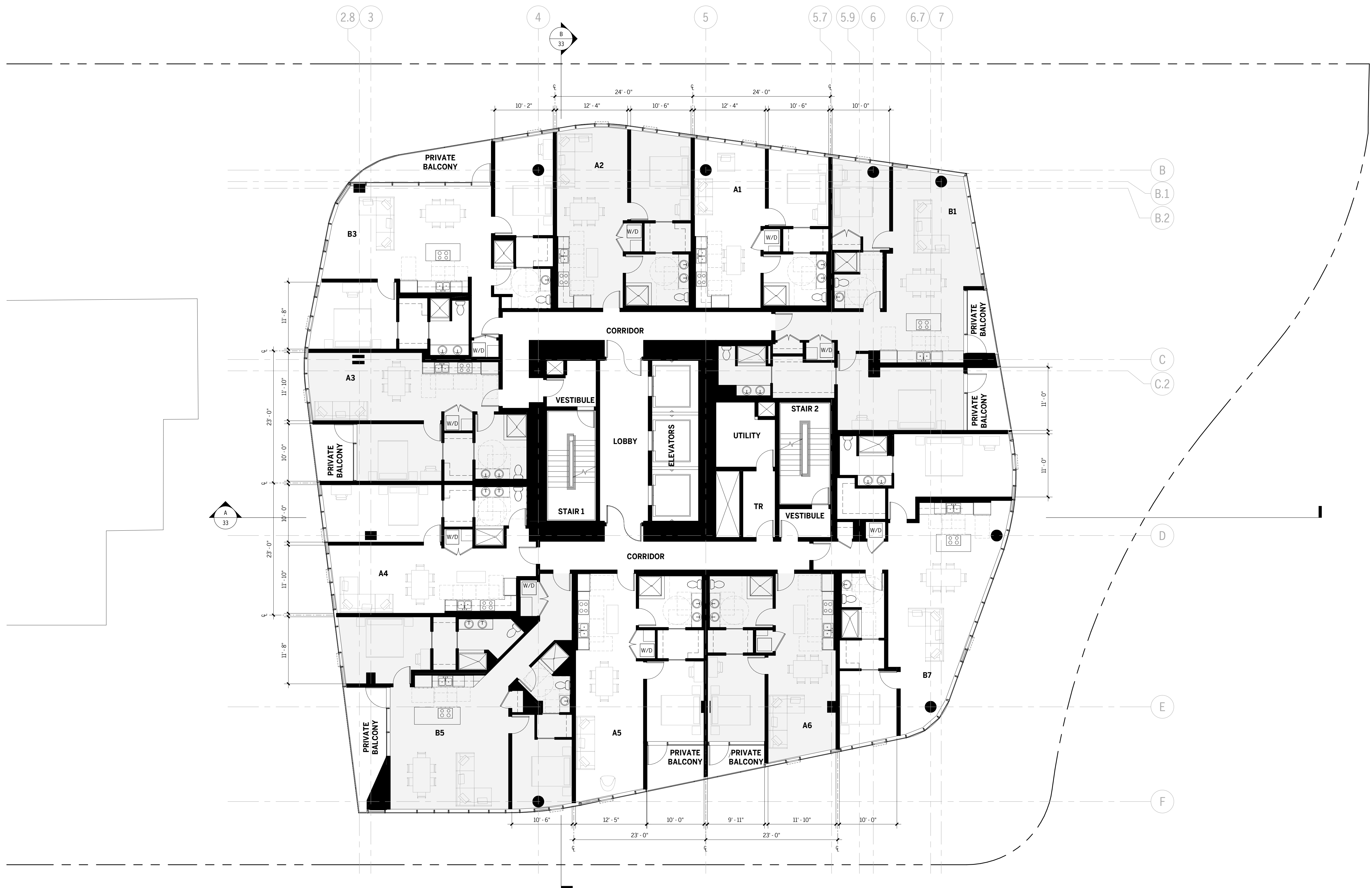
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LEVELS 06, 08, 10, 12, 14 FLOOR PLANS

21



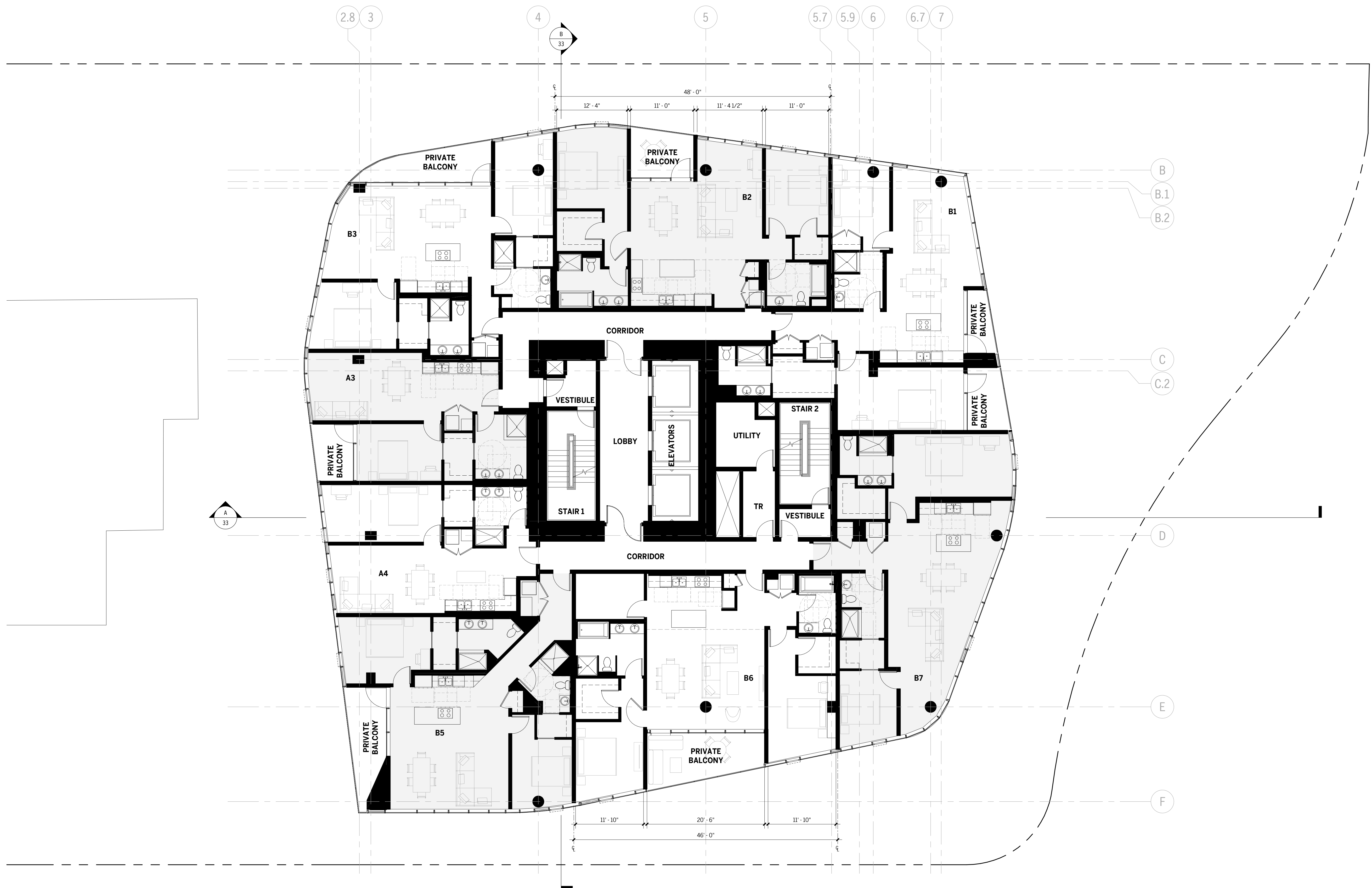
LEVELS 07, 09, 11, 13, 15 **1**



LEVELS 16-21

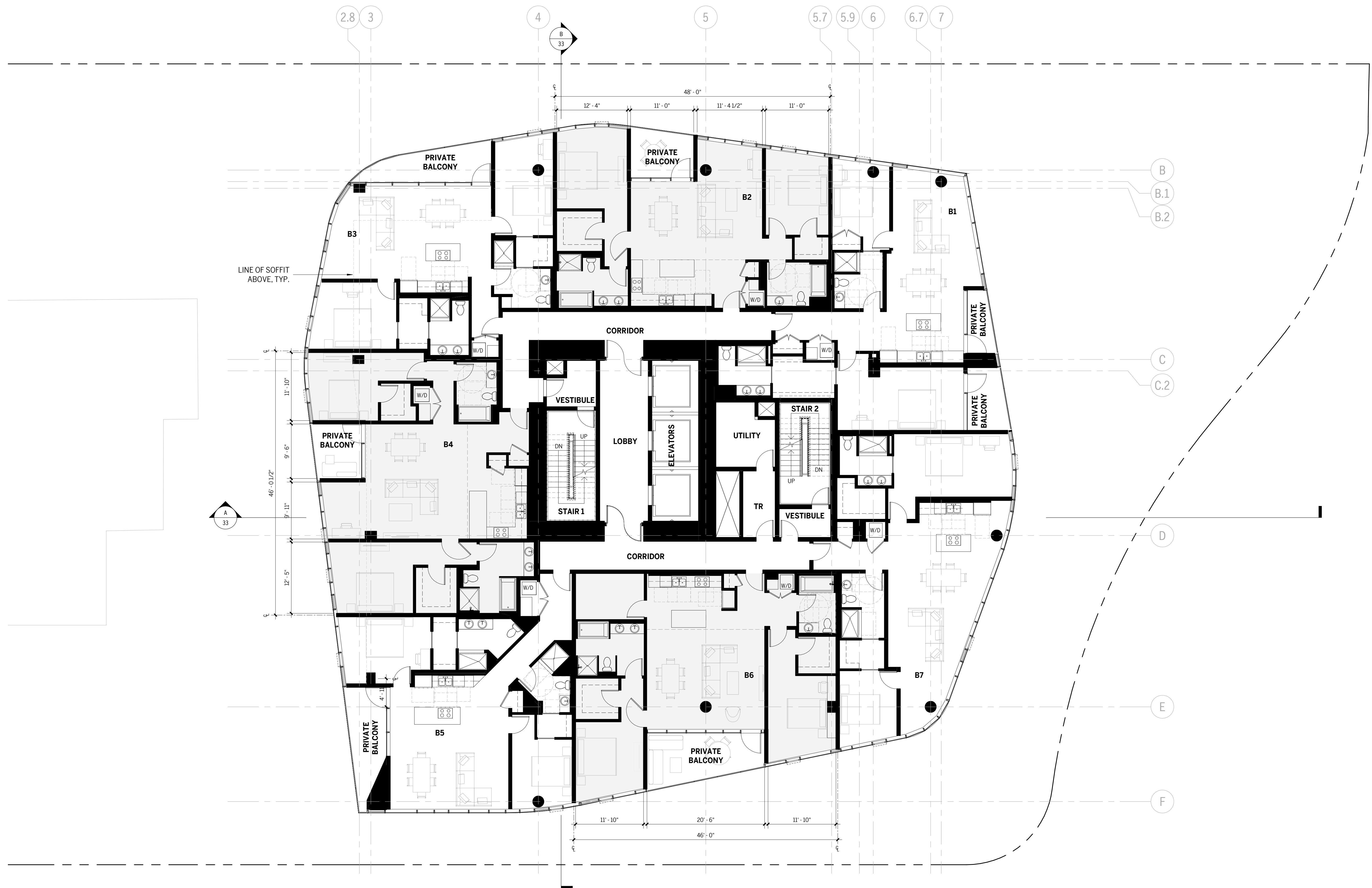
SCALE: 1/8" = 1'-0"

1



LEVEL 22
SCALE: 1/8" = 1'-0"

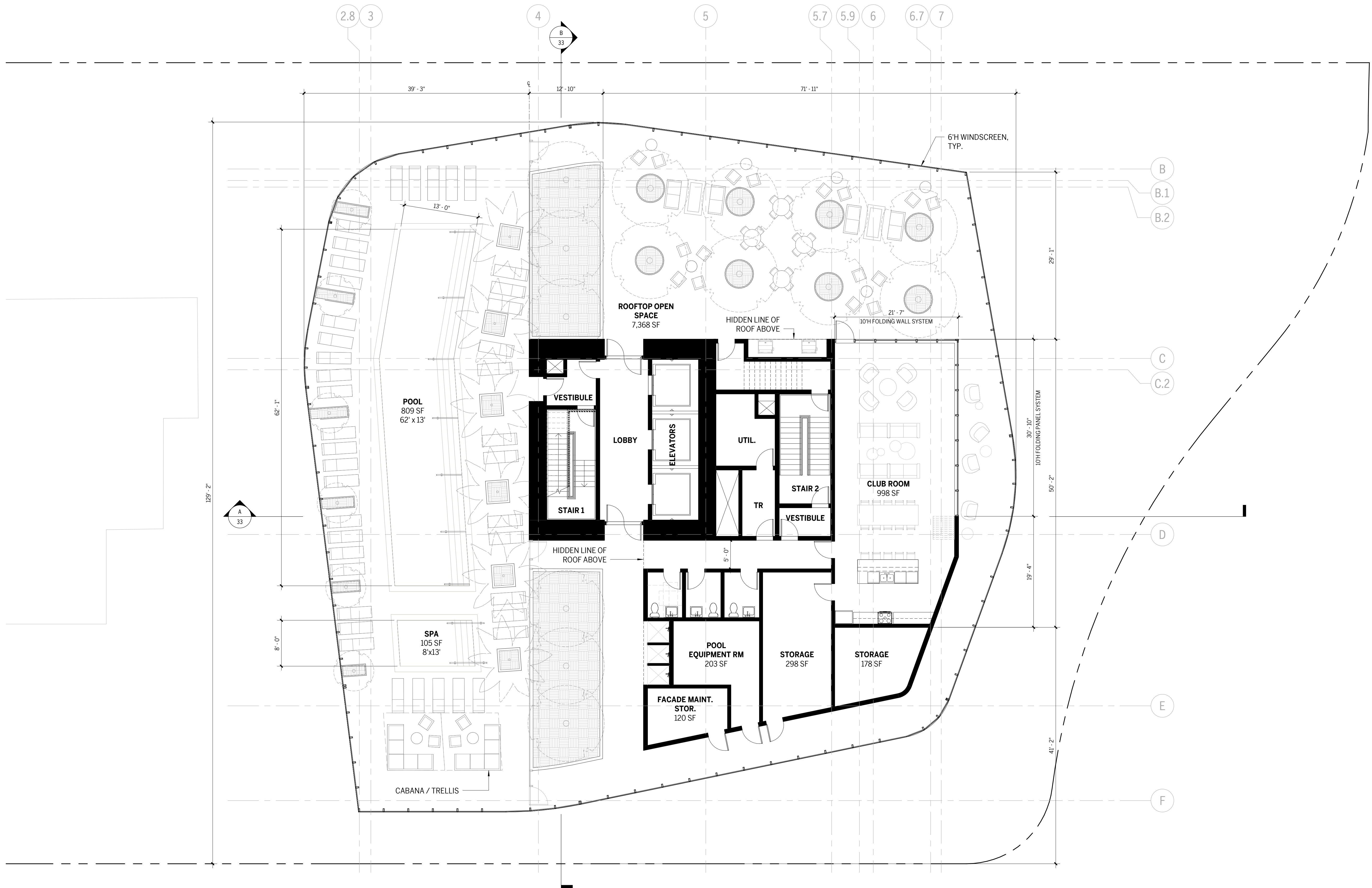
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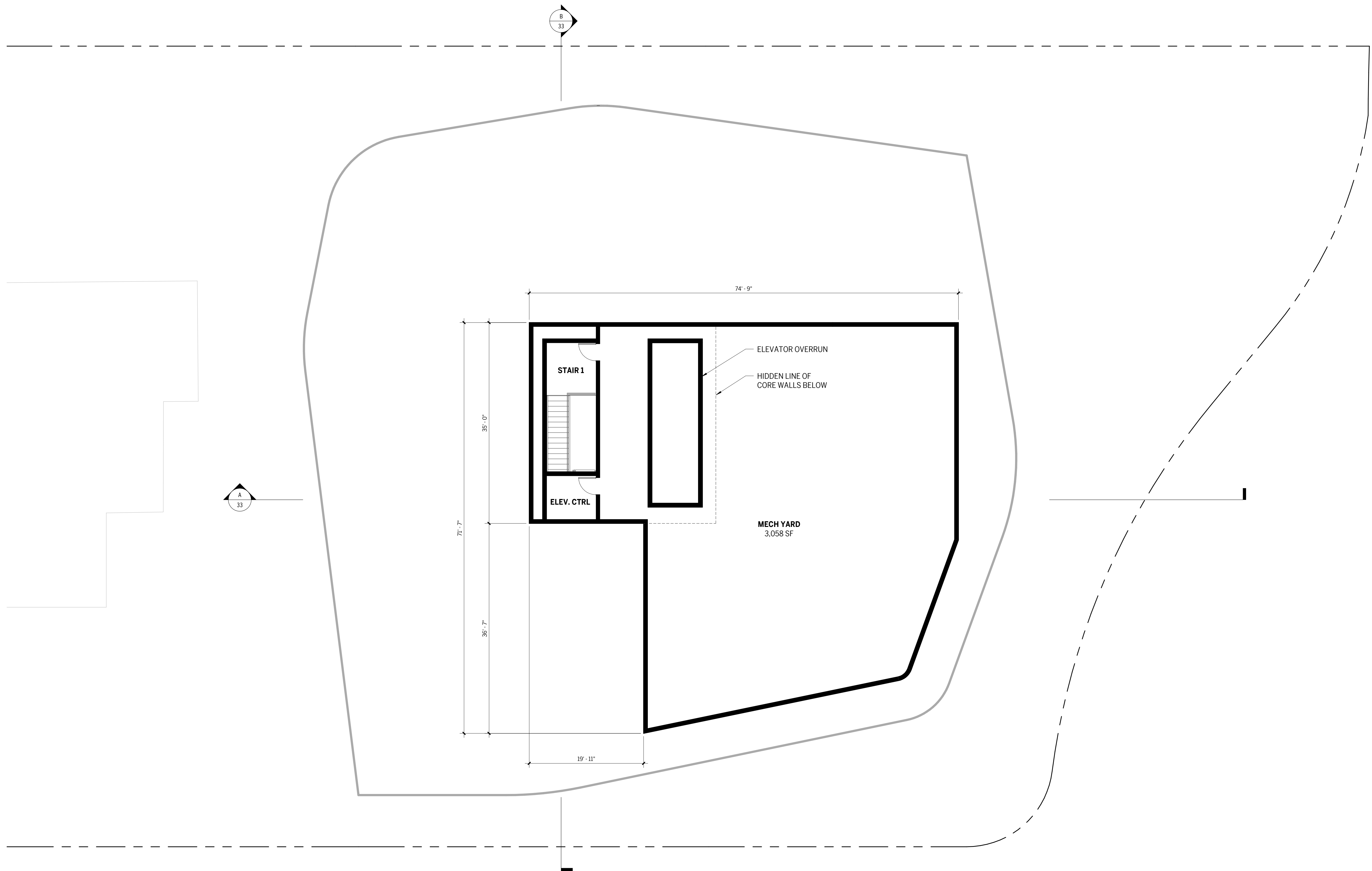


LEVEL 23

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

1





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



- 1A **VISION GLASS**
HIGH PERFORMANCE IGU, LOW REFLECTIVE
- 1B **SPANDREL GLASS**
LOW REFLECTIVE
- 2A **TEMPERED GLASS GUARDRAIL**
LOW REFLECTIVE
- 2B **TEMPERED GLASS WINDSCREEN**
LOW REFLECTIVE
- 3A **METAL PANEL**
WARM GRAY
- 3B **PERFORATED METAL, WARM GRAY**
WARM GRAY, TO MATCH METAL #1
- 4 **METAL SLAB EDGE COVER**
DARK GRAY
- 5 **METAL LOUVERS**
DARKEST GRAY
- 6 **METAL PANEL, ACCENT**
WHITE
- 7 **PLASTER**
SMOOTH FINISH IN WHITE
- 8 **PLASTER**
SMOOTH FINISH IN WHITE BASE WITH SURFACE-APPLIED MURAL



- 1A **VISION GLASS**
HIGH PERFORMANCE IGU, LOW REFLECTIVE
- 1B **SPANDREL GLASS**
LOW REFLECTIVE
- 2A **TEMPERED GLASS GUARDRAIL**
LOW REFLECTIVE
- 2B **TEMPERED GLASS WINDSCREEN**
LOW REFLECTIVE
- 3A **METAL PANEL**
WARM GRAY
- 3B **PERFORATED METAL, WARM GRAY**
WARM GRAY, TO MATCH METAL #1
- 4 **METAL SLAB EDGE COVER**
DARK GRAY
- 5 **METAL LOUVERS**
DARKEST GRAY
- 6 **METAL PANEL, ACCENT**
WHITE
- 7 **PLASTER**
SMOOTH FINISH IN WHITE
- 8 **PLASTER**
SMOOTH FINISH IN WHITE BASE WITH SURFACE-APPLIED MURAL

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



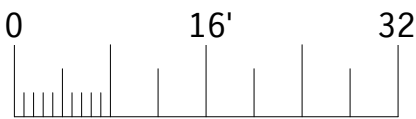
- 1A **VISION GLASS**
HIGH PERFORMANCE IGU, LOW REFLECTIVE
- 1B **SPANDREL GLASS**
LOW REFLECTIVE
- 2A **TEMPERED GLASS GUARDRAIL**
LOW REFLECTIVE
- 2B **TEMPERED GLASS WINDSCREEN**
LOW REFLECTIVE
- 3A **METAL PANEL**
WARM GRAY
- 3B **PERFORATED METAL, WARM GRAY**
WARM GRAY, TO MATCH METAL #1
- 4 **METAL SLAB EDGE COVER**
DARK GRAY
- 5 **METAL LOUVERS**
DARKEST GRAY
- 6 **METAL PANEL, ACCENT**
WHITE
- 7 **PLASTER**
SMOOTH FINISH IN WHITE
- 8 **PLASTER**
SMOOTH FINISH IN WHITE BASE WITH SURFACE-APPLIED MURAL

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



- 1A **VISION GLASS**
HIGH PERFORMANCE IGU, LOW REFLECTIVE
- 1B **SPANDREL GLASS**
LOW REFLECTIVE
- 2A **TEMPERED GLASS GUARDRAIL**
LOW REFLECTIVE
- 2B **TEMPERED GLASS WINDSCREEN**
LOW REFLECTIVE
- 3A **METAL PANEL**
WARM GRAY
- 3B **PERFORATED METAL, WARM GRAY**
WARM GRAY, TO MATCH METAL #1
- 4 **METAL SLAB EDGE COVER**
DARK GRAY
- 5 **METAL LOUVERS**
DARKEST GRAY
- 6 **METAL PANEL, ACCENT**
WHITE
- 7 **PLASTER**
SMOOTH FINISH IN WHITE
- 8 **PLASTER**
SMOOTH FINISH IN WHITE BASE WITH SURFACE-APPLIED MURAL

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



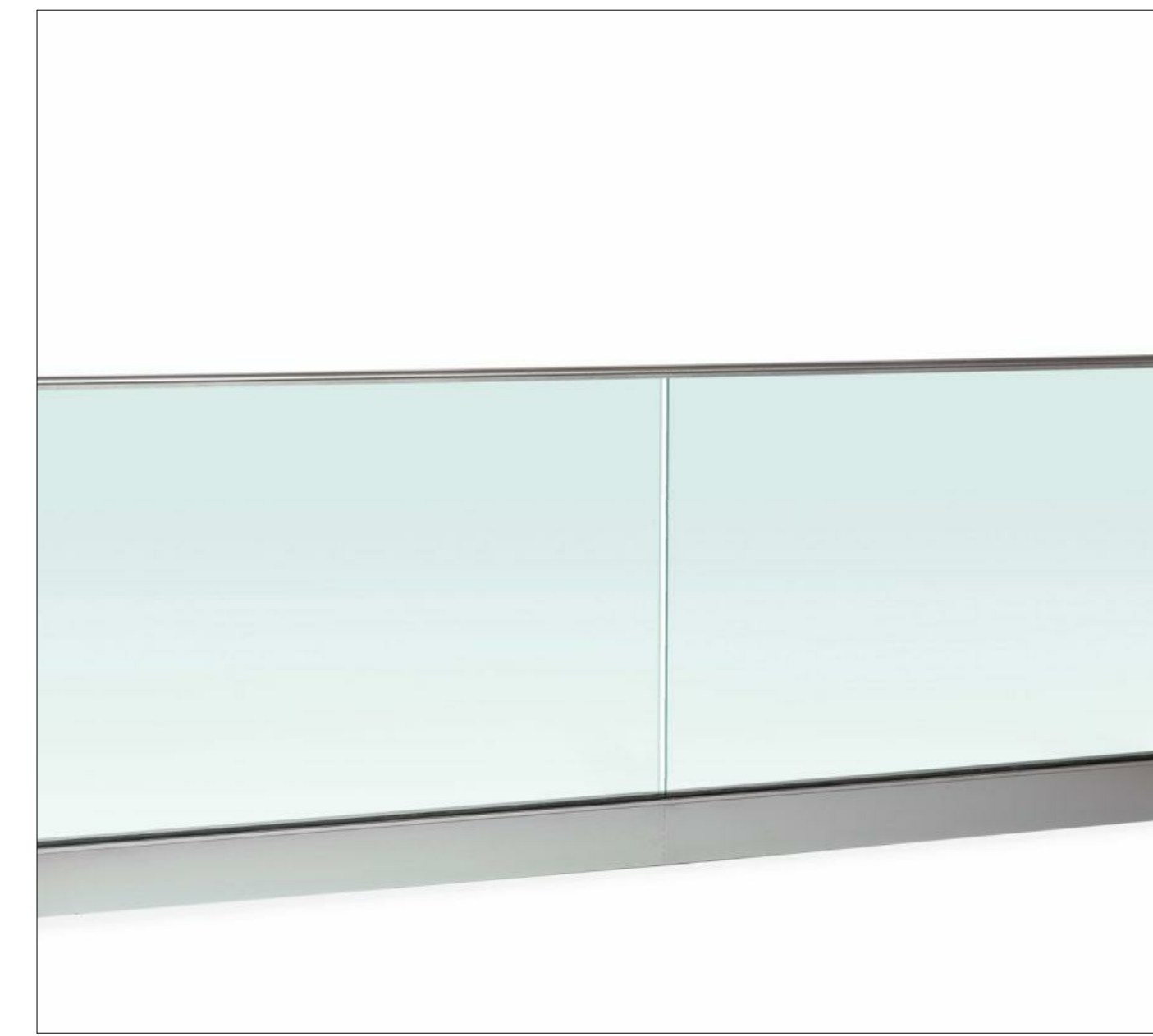


VISION GLASS
HIGH PERFORMANCE IGU, LOW REFLECTIVE
Viracon VRE1-4725

1A

1B

SPANDREL GLASS
LOW REFLECTIVE



TEMPERED GLASS GUARDRAIL
LOW REFLECTIVE

2A



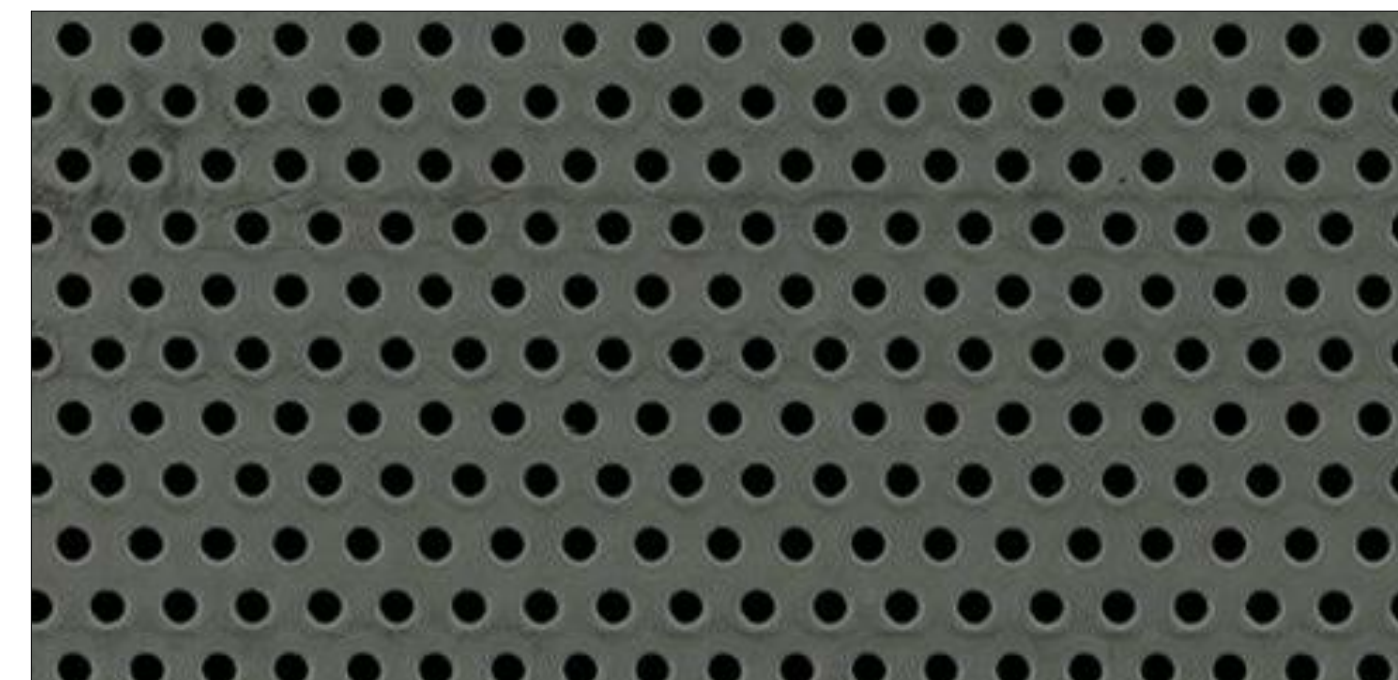
TEMPERED GLASS WINDSCREEN
LOW REFLECTIVE

2B



METAL PANEL
WARM GRAY
PPG Duranar "Silver Shadow" (UC106707XL)

3A



PERFORATED METAL
WARM GRAY, TO MATCH METAL #1

3B



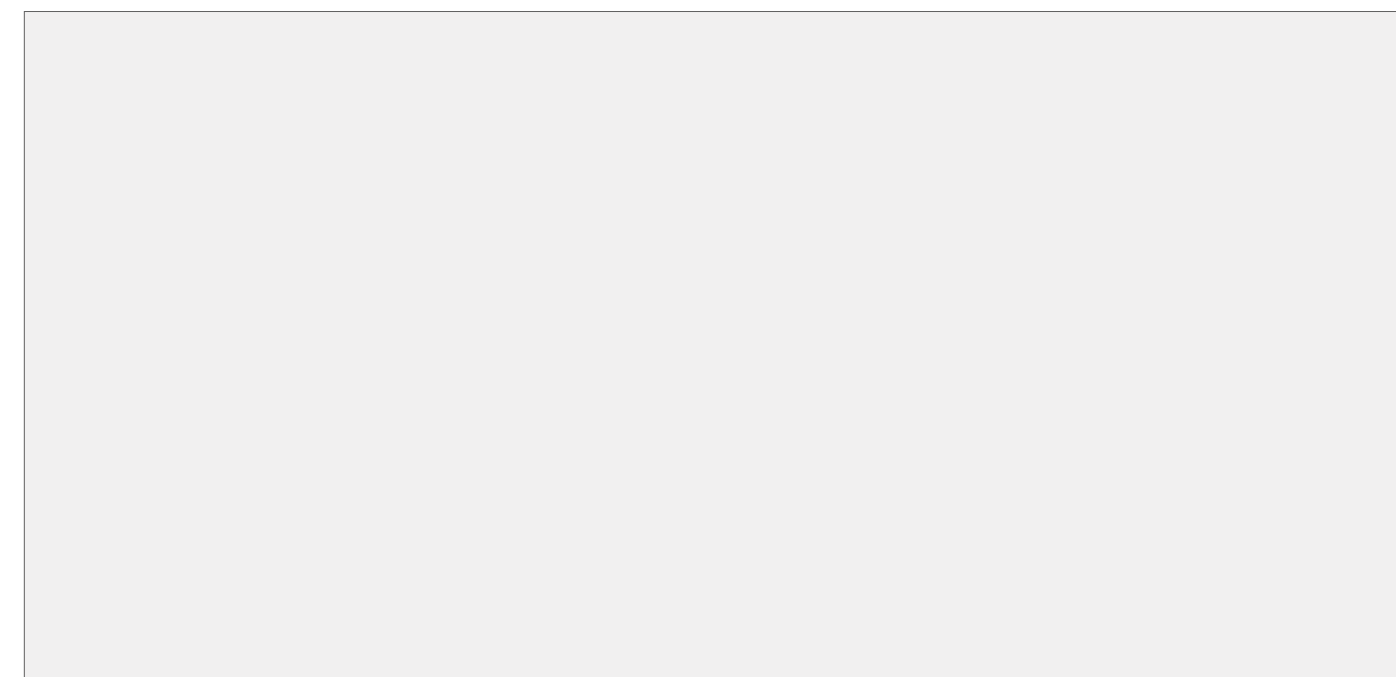
METAL SLAB EDGE COVER
DARK GRAY
PPG Duranar "Grey Velvet" (UC70214F)

4



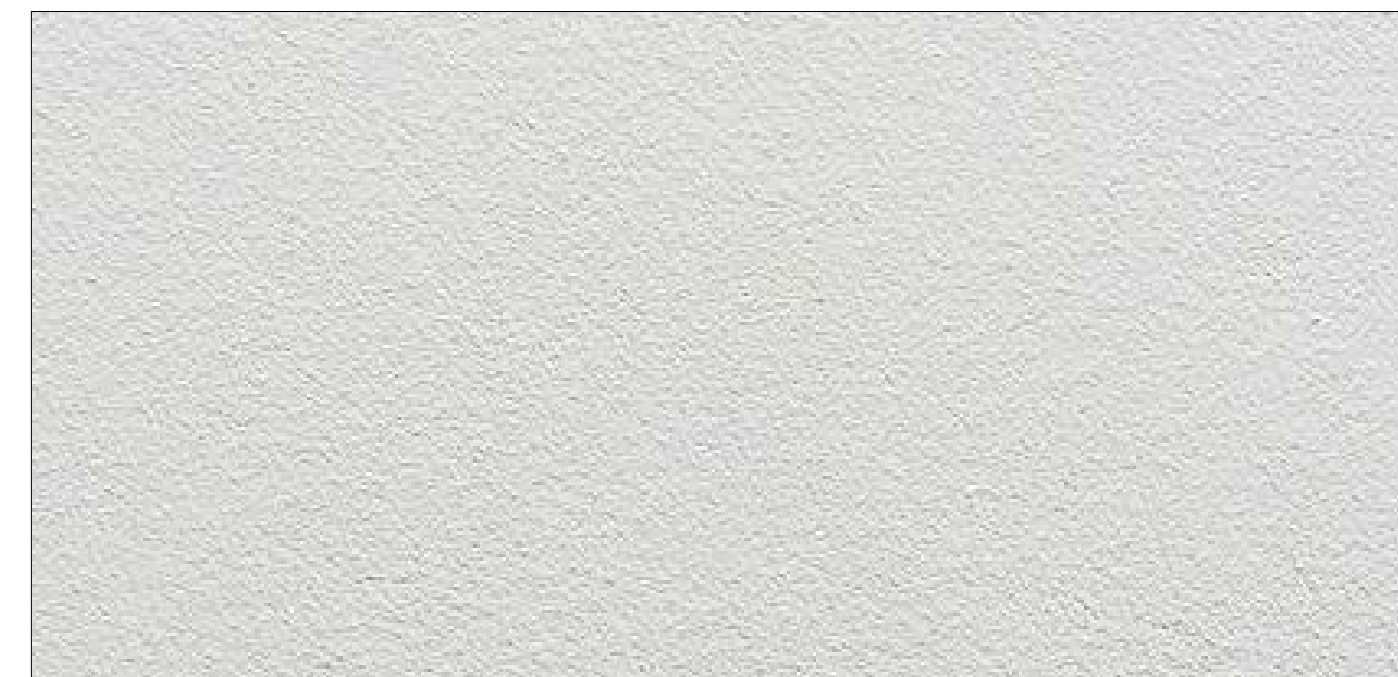
METAL LOUVERS
DARKEST GRAY

5



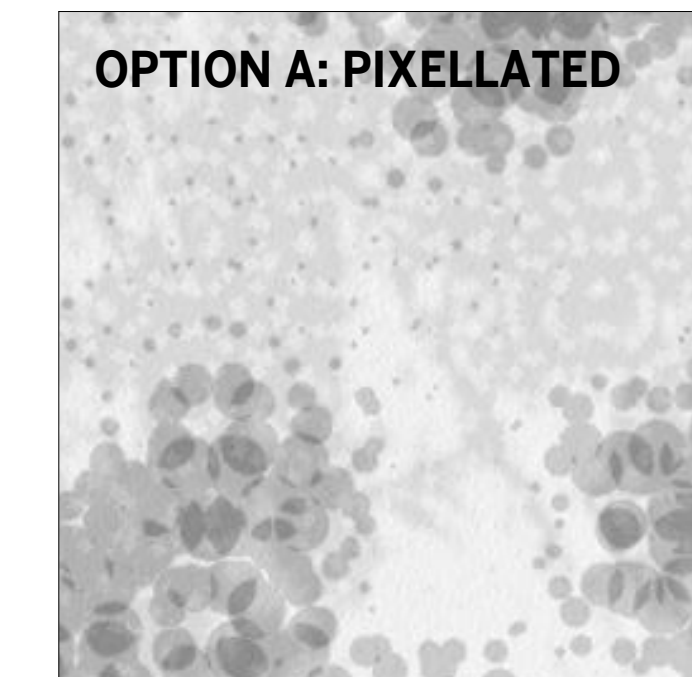
METAL PANEL, ACCENT
WHITE
PPG Duranar "Bone White" (UC43350)

6



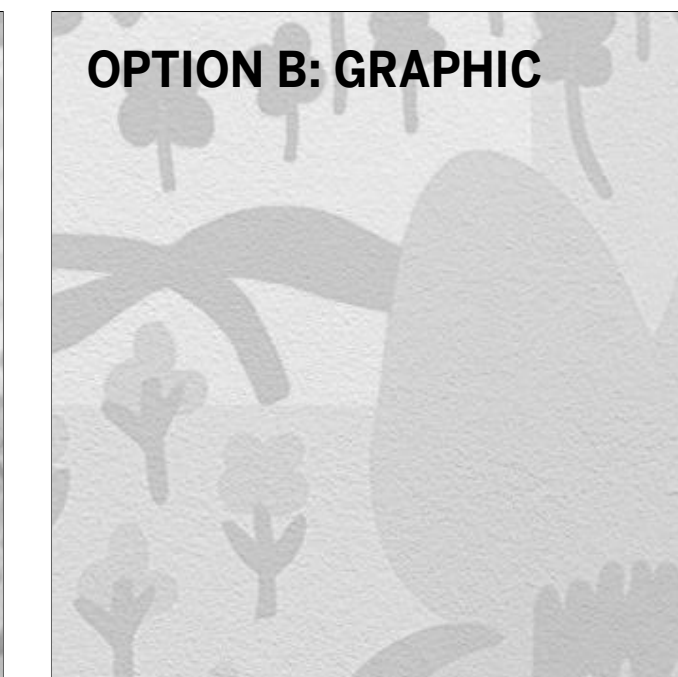
PLASTER
SMOOTH FINISH IN WHITE

7

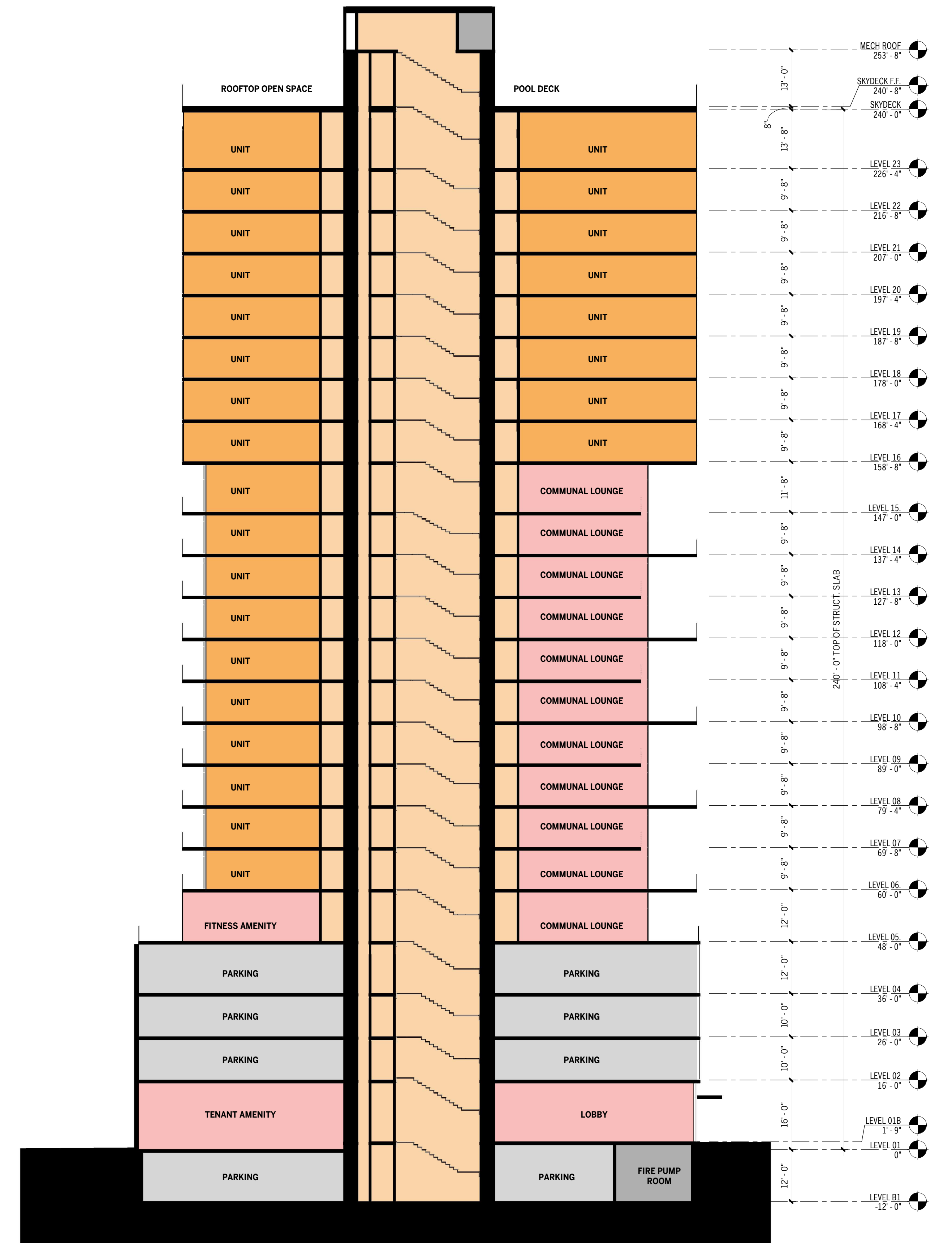
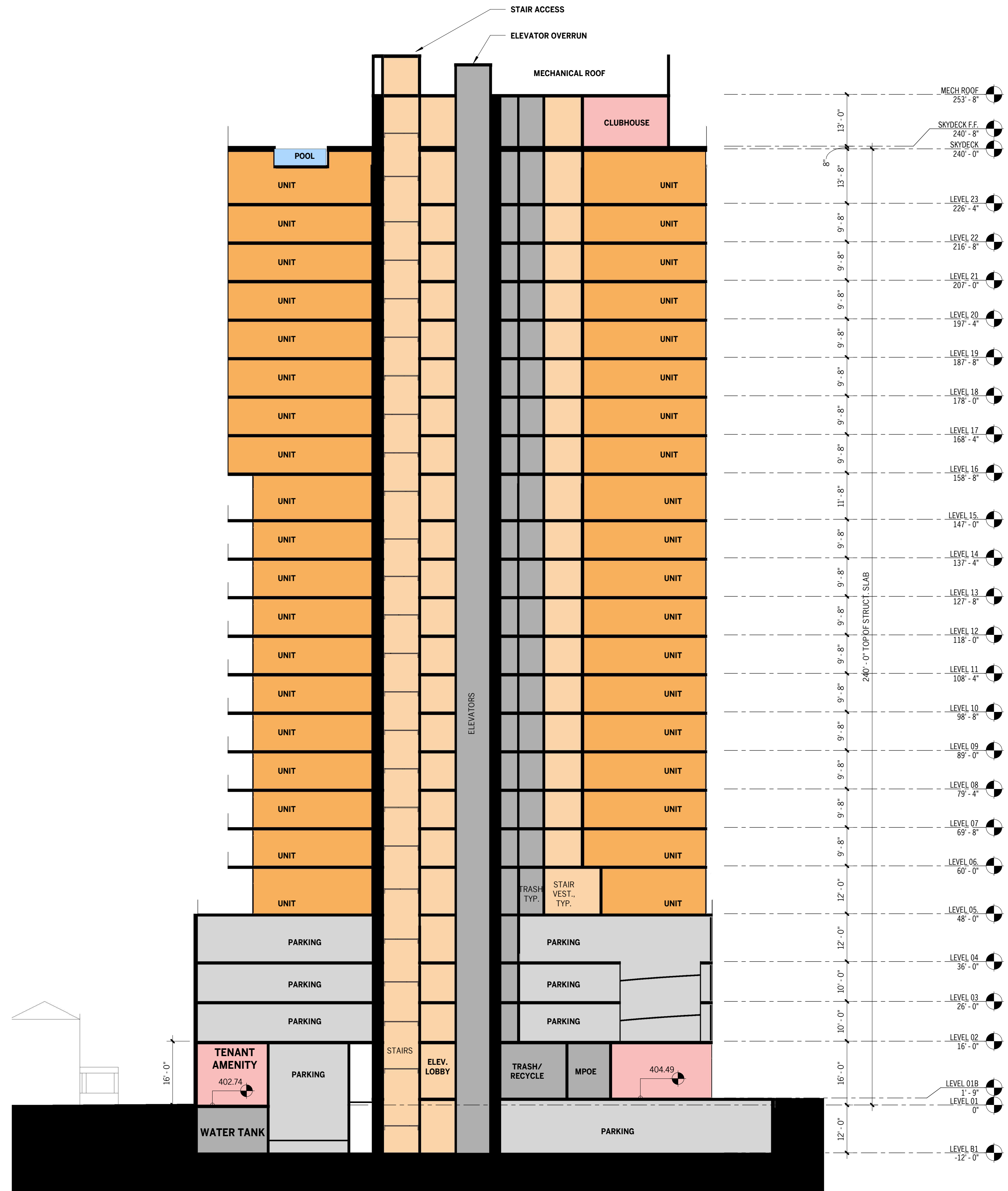


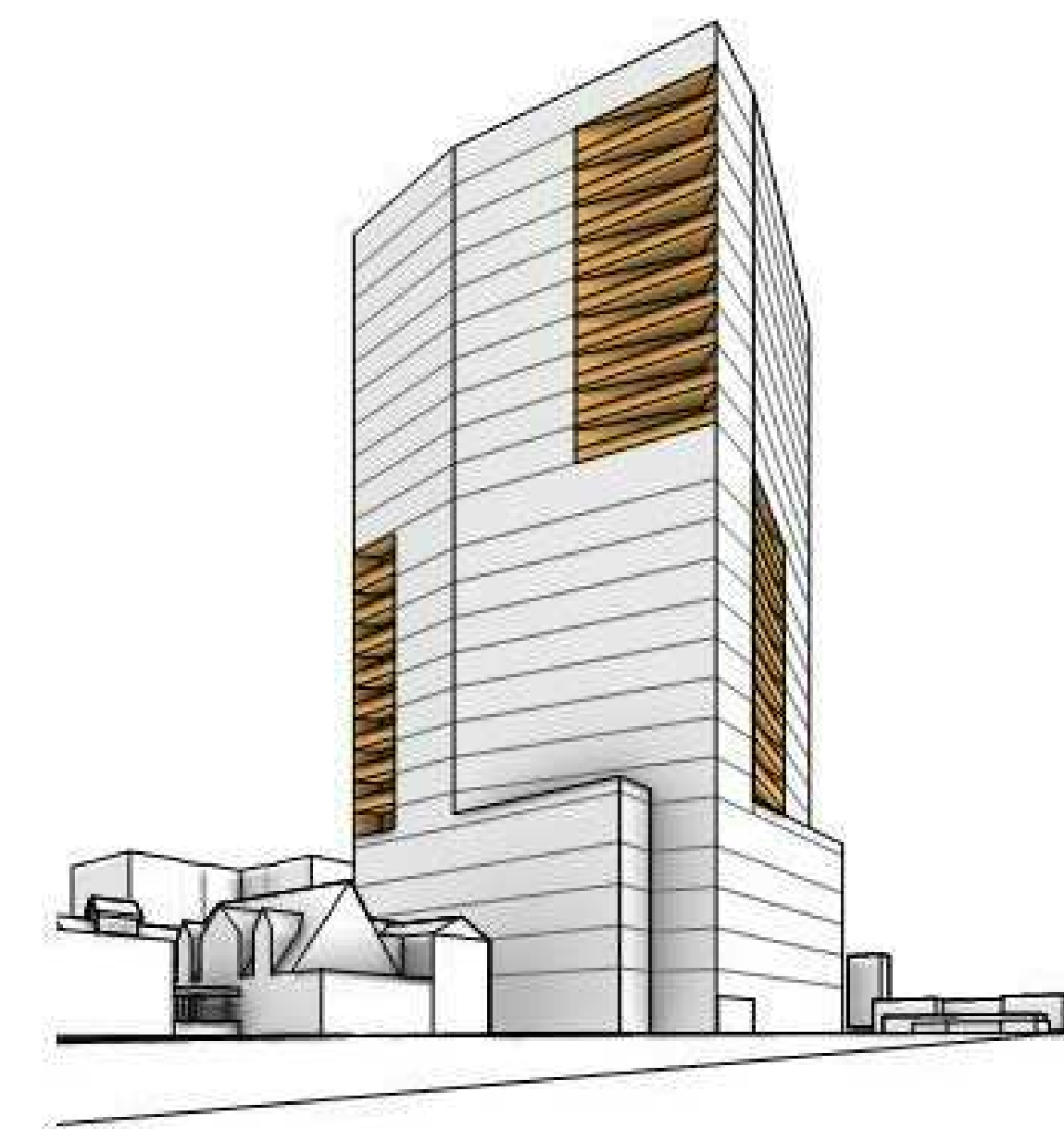
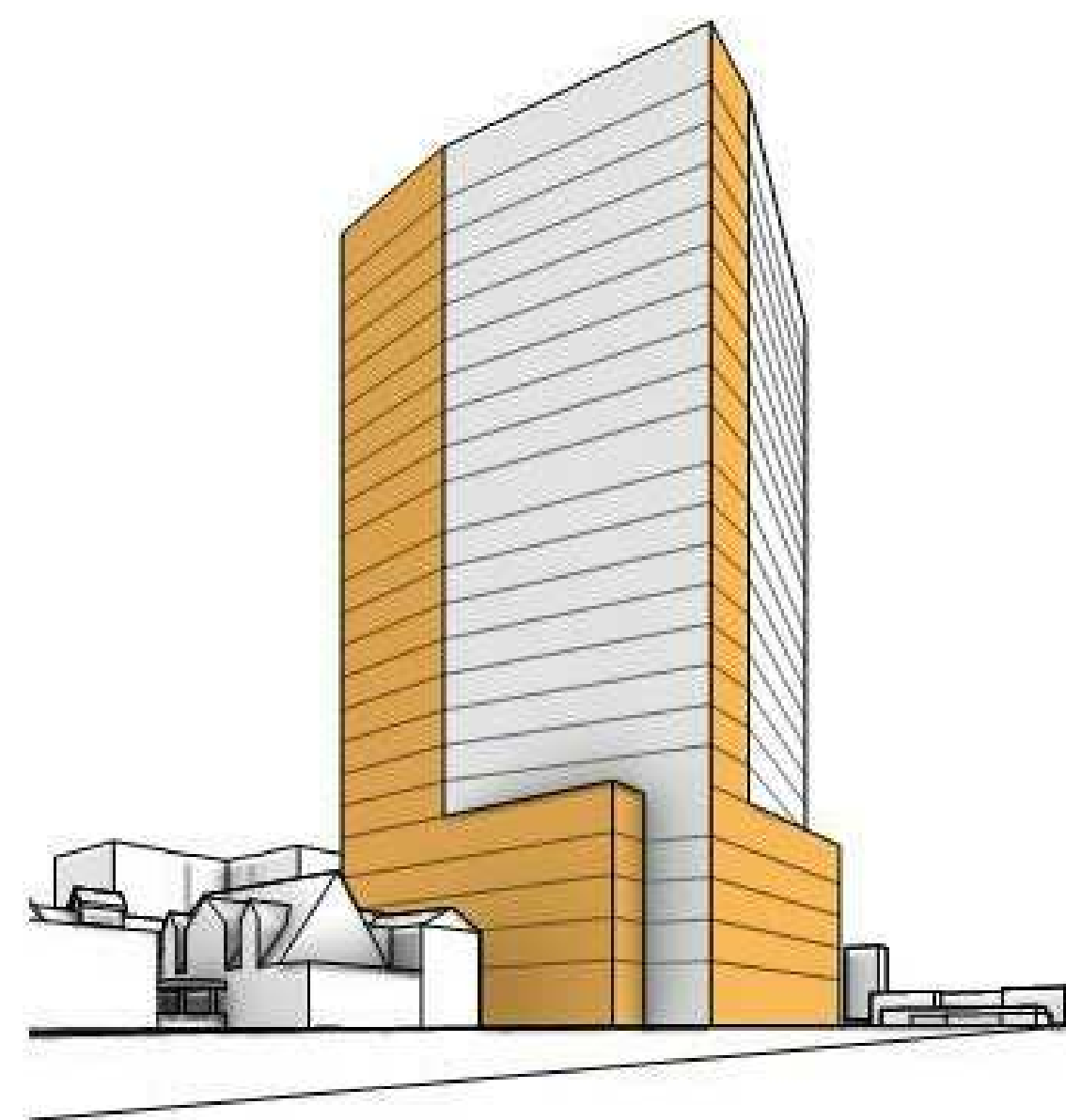
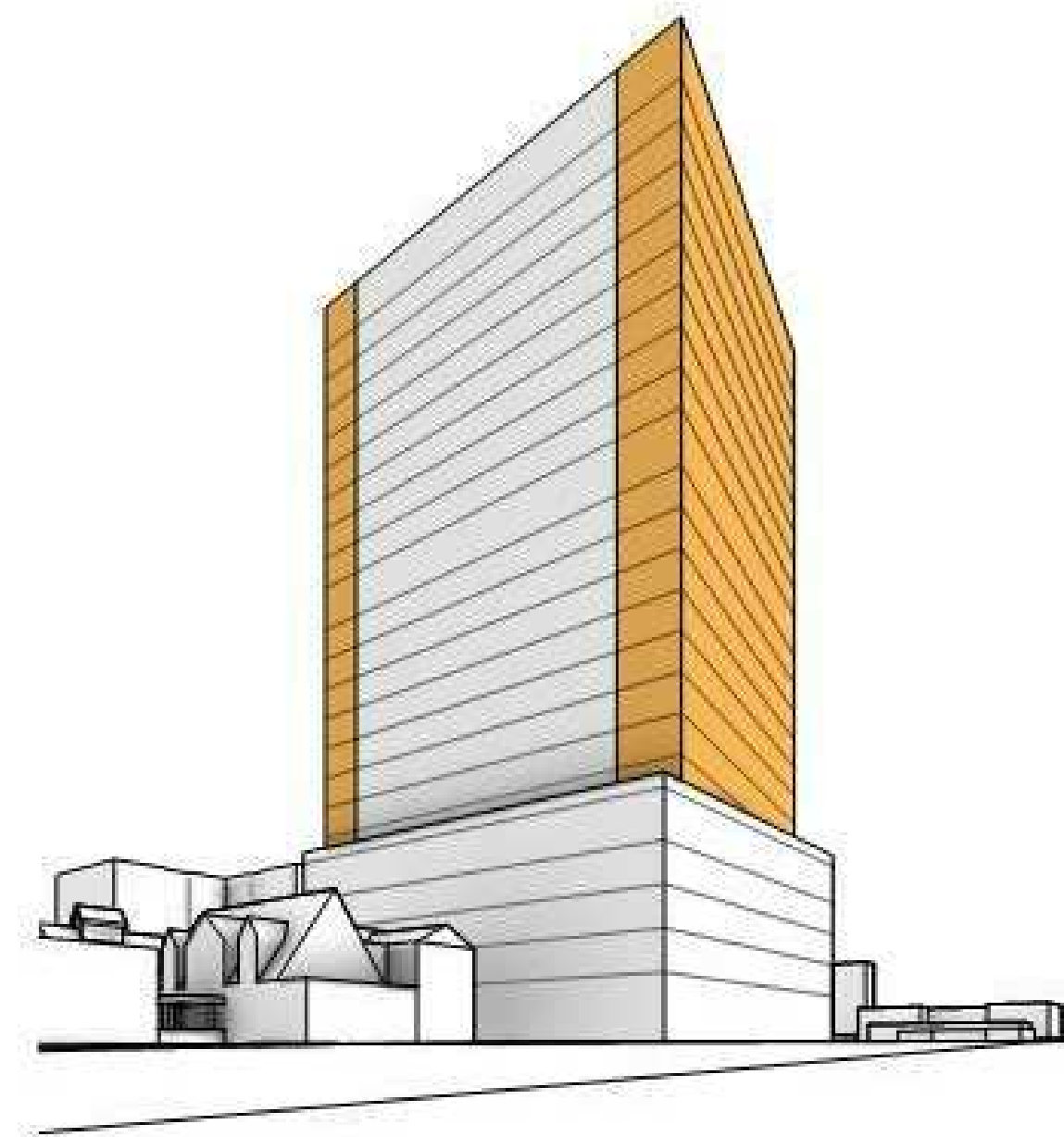
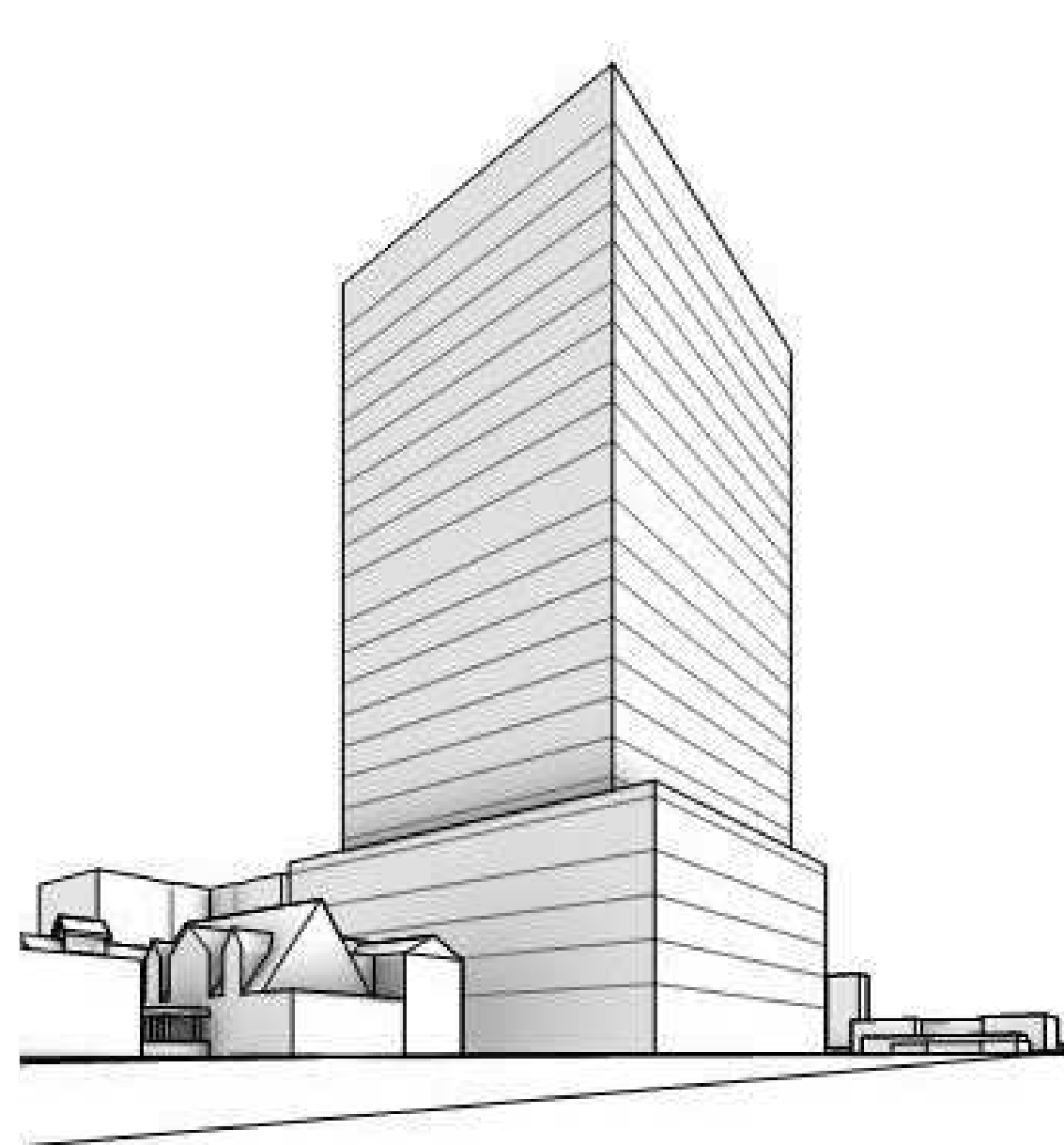
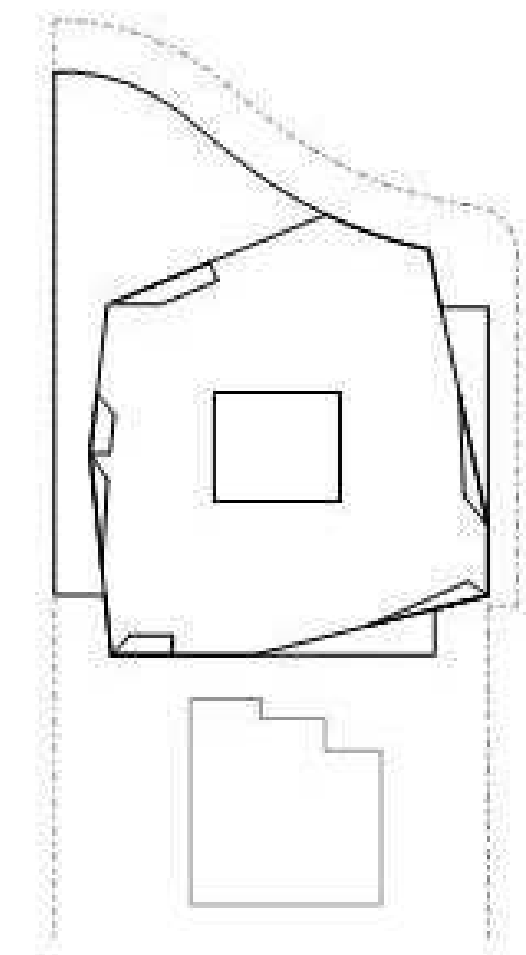
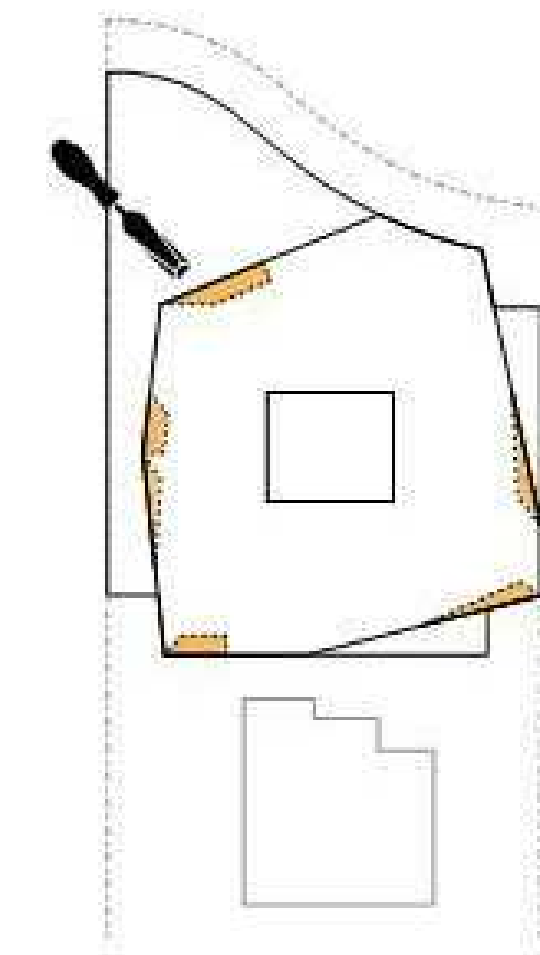
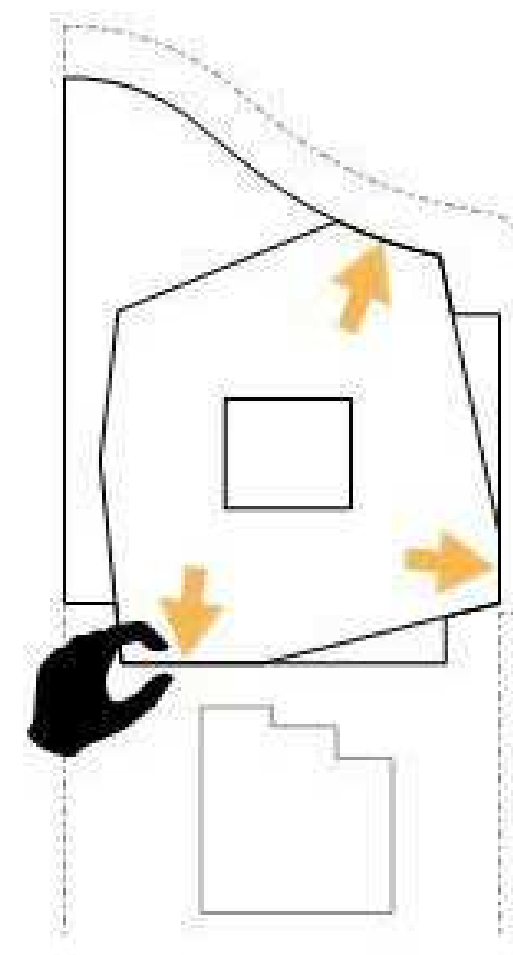
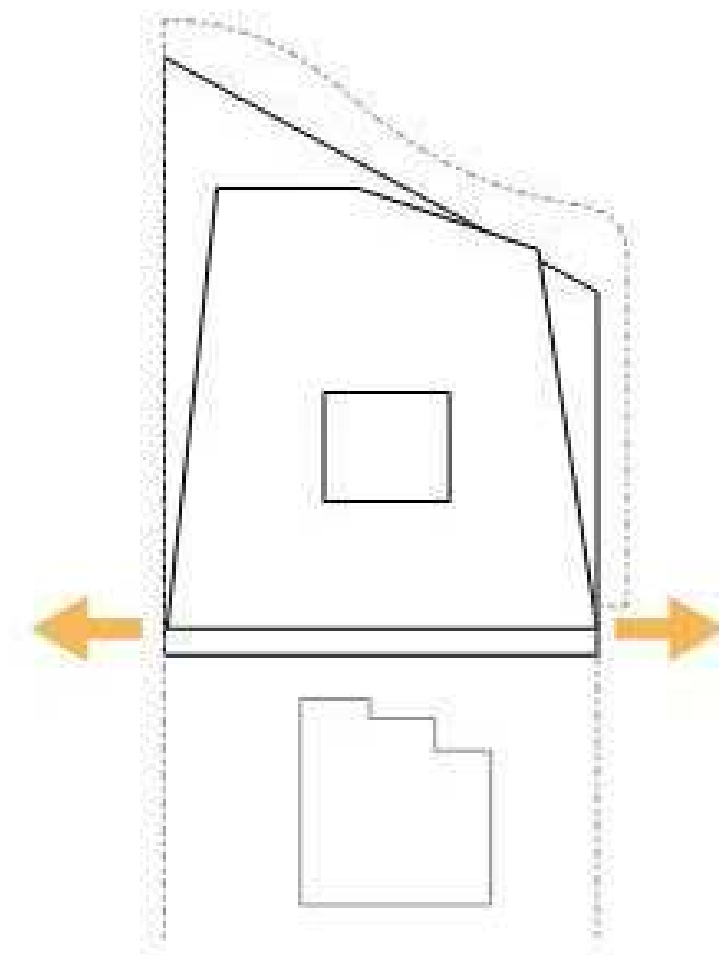
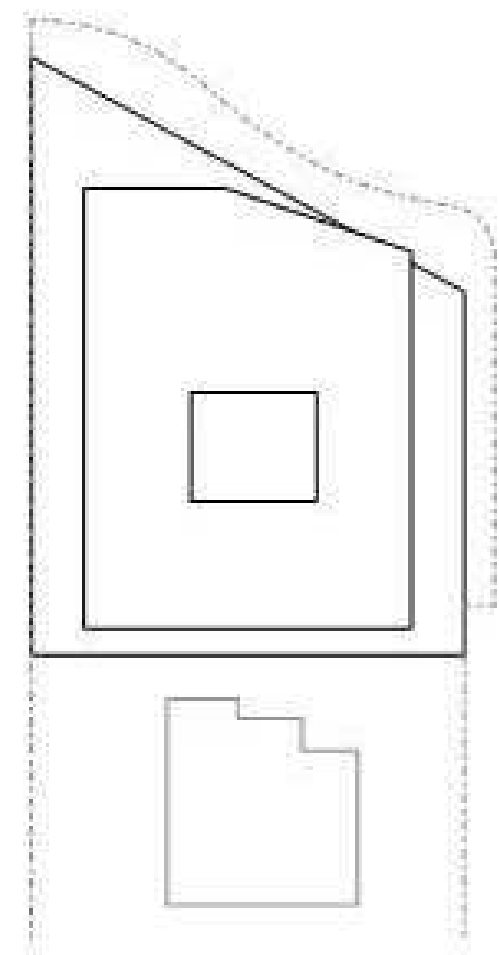
PLASTER
SMOOTH FINISH IN WHITE BASE WITH
SURFACE-APPLIED MURAL

8



OPTION B: GRAPHIC





Baseline:
Typical Tower over
Podium

Maximize Views

Connect to the Podium and
ground the Tower

Chisel out balconies for
each resident type

3 Palladium Residences

6215 Sunset Blvd
Los Angeles, CA 90028

One of the most high-profile developments planned for Hollywood, this project would put two 30-story mixed-use towers directly behind the Palladium. The new high-rises would bring 731 apartments to the neighborhood, with 5 percent of the units set aside for low-income tenants, and they would put new retail and restaurant along Sunset Boulevard, El Centro Avenue, and Argyle Avenue.

The [AIDS Healthcare Foundation](#) argued this project was too big for the neighborhood and sued, but the suit was thrown out by a Superior Court judge last year.



2 EPIC

5901 Sunset Blvd
Los Angeles, CA 90028

This [Gensler-designed project](#) will rise 13 stories. When complete, it will add 280,000 square feet of new offices and 18,400 square feet of ground-floor retail space.

Dubbed "Epic," it is being developed by Hudson Pacific Properties, which also owns the [Sunset Bronson Studios building](#) across the street and the neighboring [Leon tower](#). Netflix is renting both.

The project began construction in late 2017. It's expected to take 27 months to complete.



1 Treehouse Hollywood

5842 Carlton Way
Los Angeles, CA 90028

This fully-furnished, five-story, coliving apartment complex, [Treehouse Hollywood](#), will hold 60 bedrooms will be organized into 18 suite-like living spaces with shared kitchens and living rooms. It's set to open in the summer.



4 Ivar Gardens

6407 Sunset Blvd
Los Angeles, CA 90028

This hotel project from developer R.D. Olson will replace a Jack in the Box with an [Art Deco-inspired structure](#) that includes 275 guest rooms, along with 1,900 square feet of retail space, a rooftop pool and fitness center, and four levels of underground parking.



5 6430 Hollywood

6430 Hollywood Blvd
Los Angeles, CA 90028

This Hollywood Boulevard site would hold a [large housing development](#) that would restore and incorporate the historic Art Deco Attie Building and the "You Are A Star" mural on its exterior.

The planned development is a 15-story complex designed by Los Angeles-based firm [GMPA Architects](#). It would include 260 units of housing and 17,800 square feet of retail and restaurant space. Parking for 420 cars would be located in a five-story lot—including two underground levels.

Construction was previously expected to begin in March 2019, with a two-year build-out. But now developers seem to be aiming for completion in 2023. They have applied for CEQA streamlining for the project, [Urbanize](#) reports.



6 6100 Hollywood

6100 Hollywood Blvd
Los Angeles, CA 90028

This 22-story tower would rise where there is now a surface parking lot. The development would hold 220 apartments, 11 of which would be affordable. The developer is an LLC connected to the Metropolitan Life Insurance Company. It anticipates construction will begin in 2020 and la about two years.



7 citizenM

1718 Vine St
Los Angeles, CA 90028

In early 2016, stylish microunit, Millennial-targeting hotelier citizenM paid \$7.5 million for a .27-acre lot north of Hollywood and Vine. In August of that same year, citizenM [filed plans](#) with the city to build a 14-story, 216-room hotel on the property. A construction start date has been not been announced.



8 Hollywood Center

1720 Vine St
Los Angeles, CA 90028

The development formerly known as [Millennium Hollywood](#) is back. The project would hold 1,005 apartments and condos, including 133 units set aside for low-income seniors.

Plans call for two towers, measuring 35 and 46 stories, and two 11-story buildings on sites next to and across from the Capitol Records building at Yucca and Vine streets. Construction could begin as early as 2021.



9 6220 Yucca

6220 Yucca St
Los Angeles, CA 90028

This 20-story tower—with apartments and a hotel—from developer Champion Real Estate would raze a cluster of smaller residential buildings, including the rent-controlled Yucca-Argyle apartment complex. There won't be an any affordable units in the new high-rise, but [all of the units](#) would be subject to the city's rent stabilization ordinance, meaning yearly rent increases will be capped by the city.



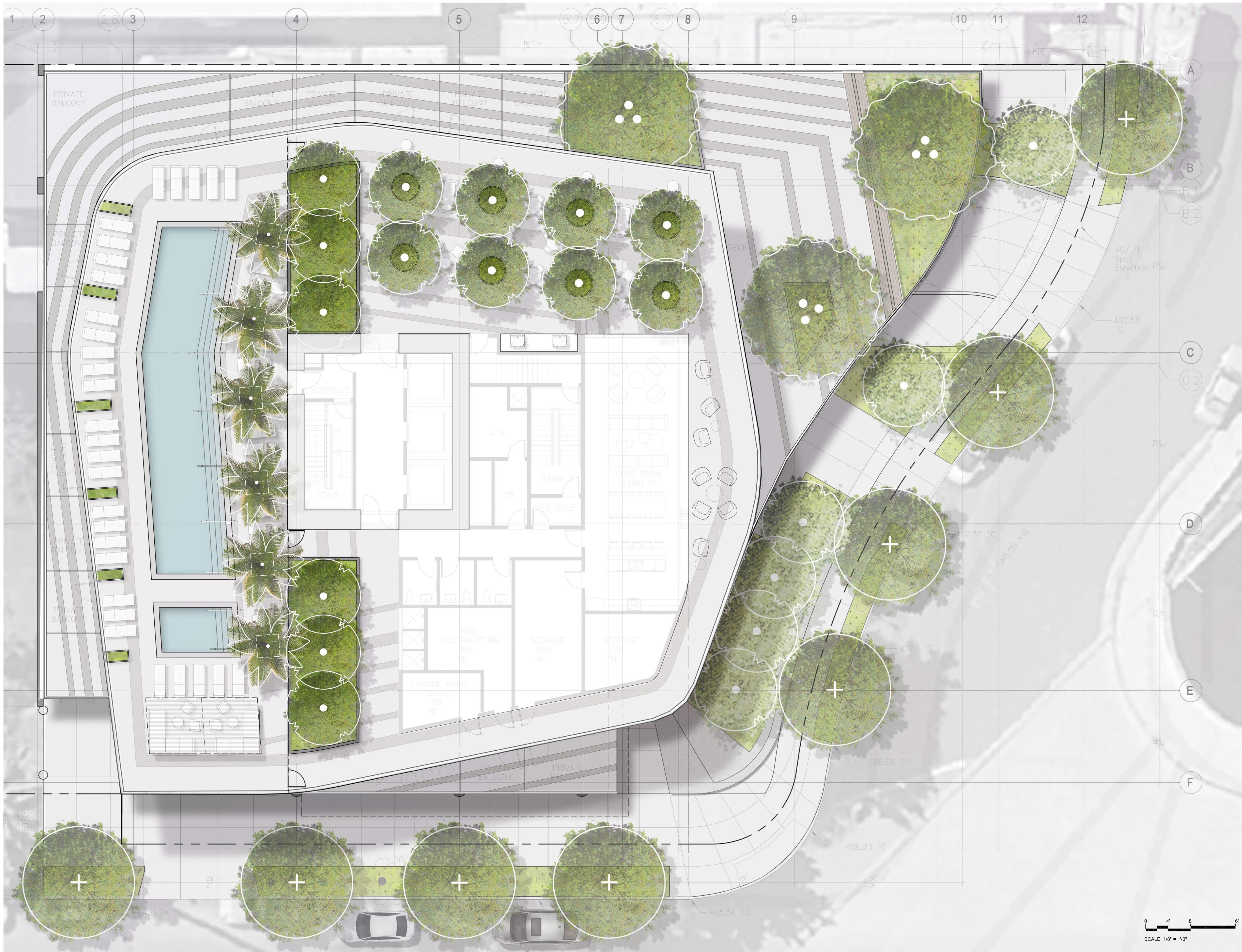












Open Space Calculations

Landscape Area

Required: 2,354 SQFT Planted

Provided: 3,020 SQFT Planted

Trees

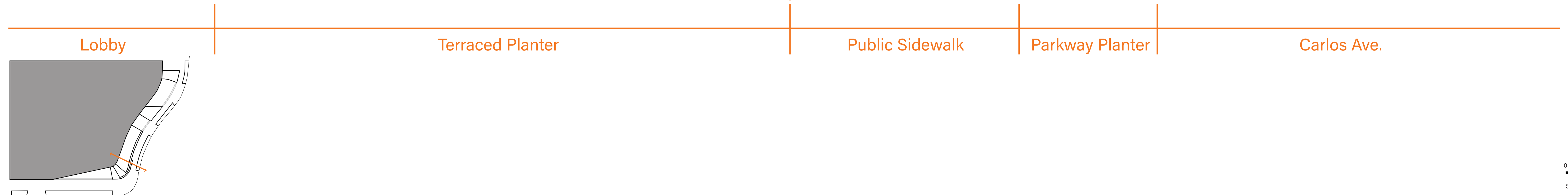
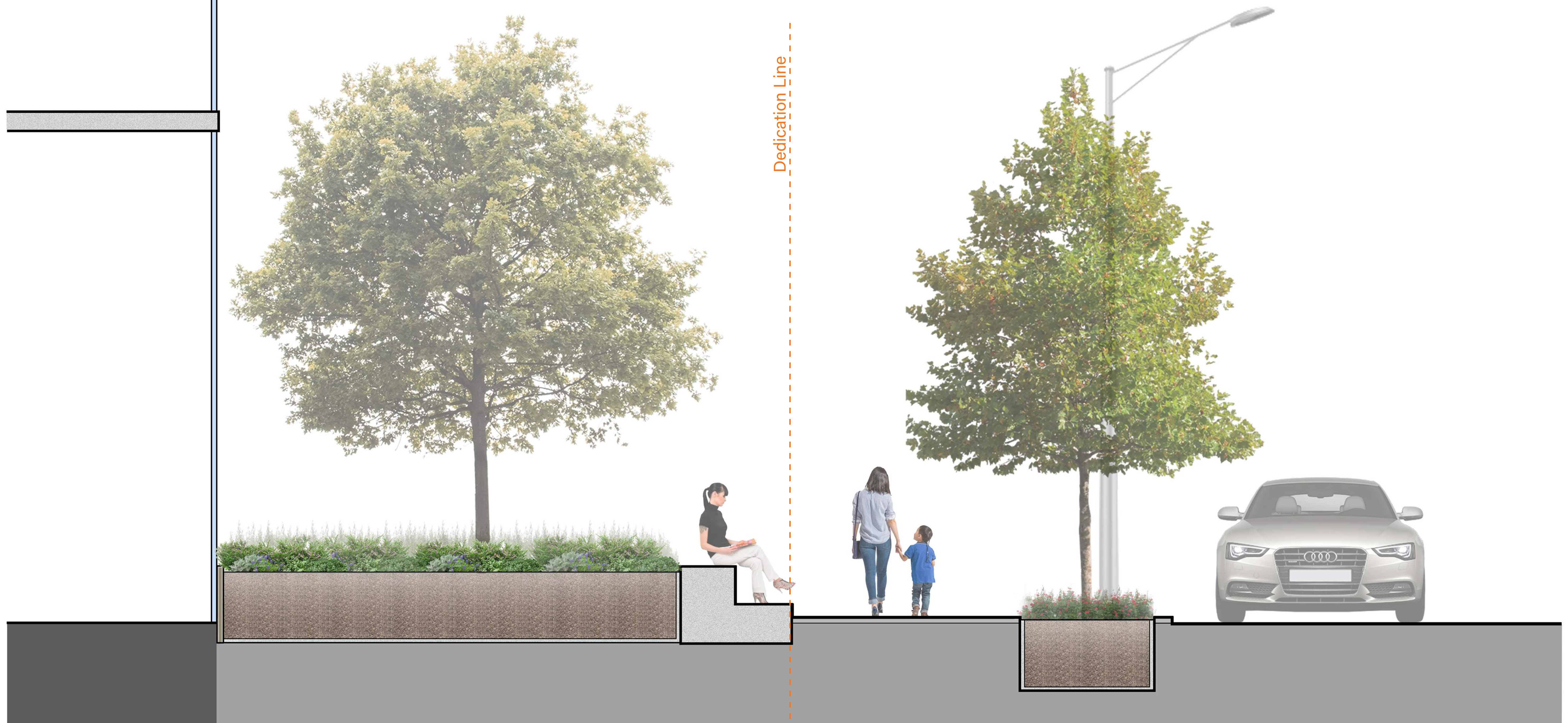
Required: 40

- 32 (Based on 128 units)

- 8 (Based on 4 street tree removals)

Provided: 20





0 6" 1' 2'
SCALE: 3/4" = 1'-0"



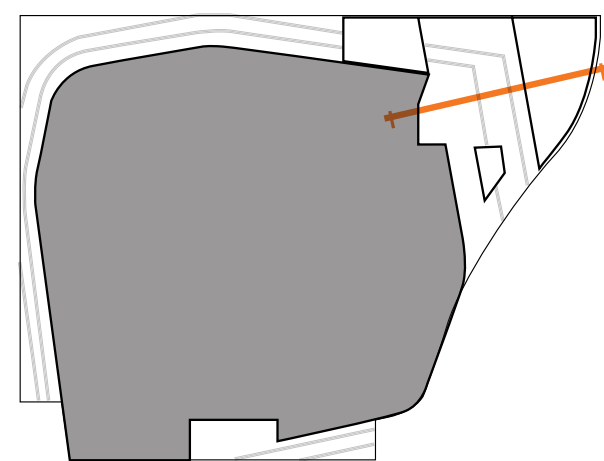




FITNESS TERRACE

CUSTOM BENCH

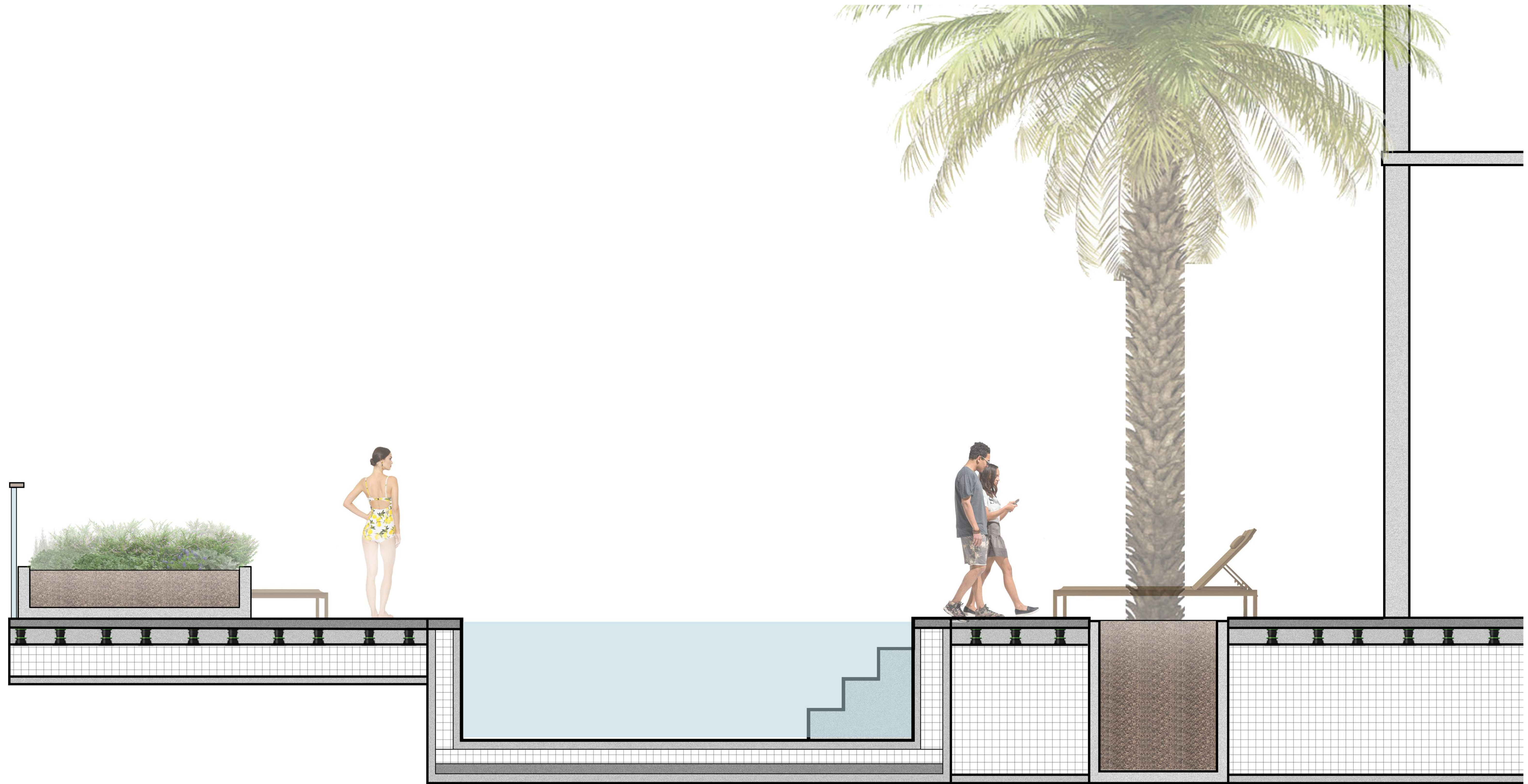
RAISED PLANTER



0 6" 1' 2'
SCALE: 3/4" = 1'-0"







RAISED PLANTER

POOL DECK

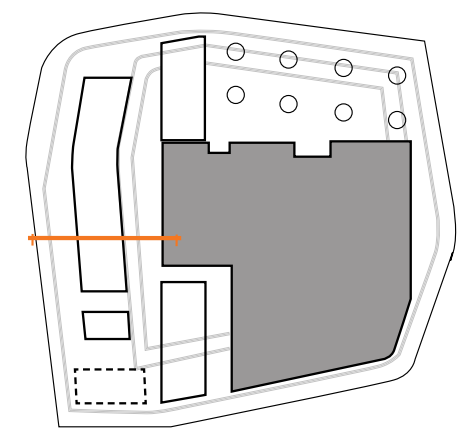
POOL

POOL DECK

PALM PLANTER

POOL DECK

CORE



0 6" 1' 2'
SCALE: 3/4" = 1'-0"









MAGNOLIA GRANDIFLORA
DECIDUOUS TREE - 48"BOX
Medium Water



GEIJERA PARVIFLORA
EVERGREEN TREE - 36"BOX
Low Water



QUERCUS VIRGINIANA
EVERGREEN TREE - 48"BOX
Low Water



OLEA EUROPEA
DECIDUOUS TREE - 48"BOX
Low Water



PHOENIX DACTYLIFERA
EVERGREEN TREE - 60"BOX
Low Water



PROSOPIS / MESQUITE
EVERGREEN TREE - 48"BOX
Medium Water



PLATANUS RACEMOSA
EVERGREEN TREE - 48"BOX
Medium Water



ALEO X 'HERCULES'
EVERGREEN SHRUB- 48"BOX
Low Water



AGAVE BLUE GLOW
SUCCULENT - 5gal 30"o.c.
Low Water



**ALOE MOONGLOW /
SAFARI ORANGE**
SUCCULENT
Low Water



TIBOUCHINA URVILLEANA
BROADLEAF EVERGREEN - 15gal
Medium Water



HAKONECHLOA MACRA 'AUREOLA'
PERENNIAL GRASS 1.5'x1.5'
Medium Water



BACCHARIS PIGEON POINT
EVERGREEN PERENNIAL - 1gal 30"o.c.
Medium Water



MUHLENBERGIA DUBIA
PERENNIAL GRASS - 1gal 30"o.c.
Low Water



ASPLENIUM NIDUS
EVERGREEN FERN 5'x3'
Medium Water



NEOREGELIA X 'ALLURE'
EVERGREEN PERENNIAL 4'x5'
Medium Water

TREES	STREET TREE(S)	
	Magnolia grandiflora / Southern Magnolia	48" box
	Platanus racemosa / California Sycamore	48" box
LEVEL 5		
	Prosopis / Mesquite	36" box
	Aloe x 'Hercules' / Hercules Aloe	36" box
	Geijera parviflora / Australian Willow	36" box
	Olea europea Swan Hill / Olive	48" box
	Quercus virginiana / Southern Live Oak	60" box
LEVEL 24		
	Olea europea Swan Hill / Olive	48" box
	Quercus virginiana / Southern Live Oak	60" box
	Phoenix dactylifera / Date Palm	48" box

SHRUB AREAS	GROUND LEVEL	
	Achillea millefolium / Common Yarrow	10% 1 gal 18" o.c.
	Agave x 'Blue Glow' / Blue Glow Agave	10% 5 gal 24" o.c.
	Baccharis 'Pigeon Point' / Dwarf cotote Brush	30% 5 gal 36" o.c.
	Carex divulsa / Berkeley Sedge	20% 1 gal 18" o.c.
	Muhlenbergia dubia / Pine Muhly	20% 1 gal 24" o.c.
	Santolina virens 'Lemon Fizz' / Chartreuse Lavender Cotton	10% 5 gal 12" o.c.
LEVEL 5 & 24		
	Achillea millefolium / Common Yarrow	5% 1 gal 18" o.c.
	Agave x 'Blue Glow' / Blue Glow Agave	5% 5 gal 24" o.c.
	Baccharis 'Pigeon Point' / Dwarf cotote Brush	10% 5 gal 36" o.c.
	Carex divulsa / Berkeley Sedge	10% 1 gal 18" o.c.
	Muhlenbergia dubia / Pine Muhly	15% 1 gal 24" o.c.
	Santolina virens 'Lemon Fizz' / Chartreuse Lavender Cotton	10% 1 gal 12" o.c.
	Nephrolepis cordifolia / Tuberous Sword Fern	5% 5 gal 30" o.c.
	Chondropetalum tectorum / Cape Rush	5% 5 gal 36" o.c.
	Pittosporum tenuifolium	5% 15 gal 36" o.c.
	Tibouchina urvilleana	5% 15 gal 72" o.c.
	Hakonechloa Macra 'Aureola'	5% 5 gal 36" o.c.
	Asplenium nidus	5% 1 gal 24" o.c.
	Neoregelia x 'Allure'	5% 1 gal 24" o.c.
	Nephrolepis extaltata 'Orlando'	5% 7 gal 30" o.c.
	Aloe Moonglow	5% 1 gal 36" o.c.
	Sporobolus airoides	



TOPCAST FINISH CONCRETE



PRECAST CONCRETE PAVERS



PRECAST CONCRETE WALL



DG PALETTE



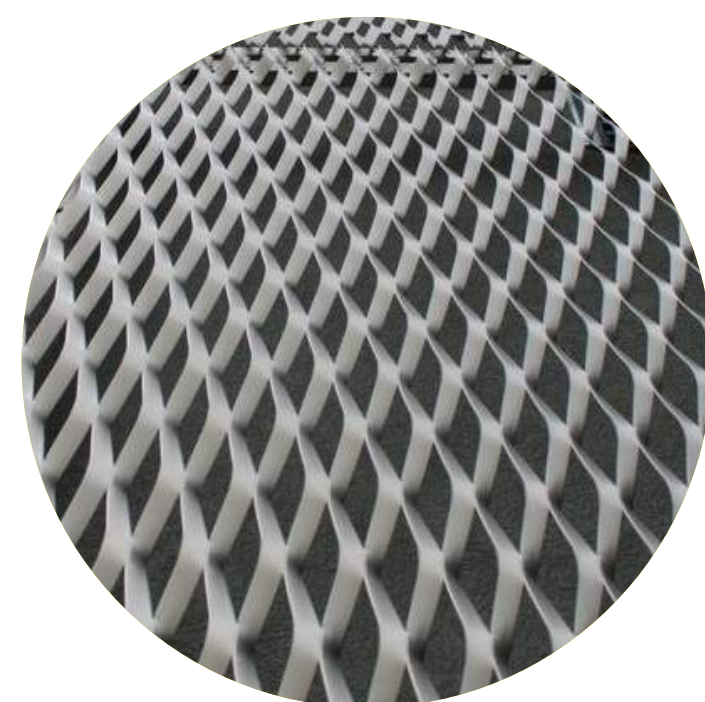
DG PALETTE



STONE PALETTE



METAL PALETTE



METAL PALETTE



WOOD PALETTE

Exhibit B

Categorical Exemption

**No. ENV-2021-6887-CE
and Appendices**



CITY OF LOS ANGELES
DEPARTMENT OF CITY PLANNING
CITY HALL 200 NORTH SPRING STREET LOS ANGELES CA 90012

Categorical Exemption

Bronson Residential Tower Project

Case Number: ENV-2021-6887-CE

Project Location: 1725, 1729, and 1739 North Bronson Avenue, Los Angeles, CA 90028

Community Plan Area: Hollywood

Council District: 13 – Mitch O'Farrell

Project Description: The Project includes the construction use and maintenance of a 229,015-square-foot residential building, with 128 dwelling units, three levels of above-ground parking, and one subterranean parking level. Of the 128 dwelling units, 11 units would be set aside for Very Low Income Households. The Lombardi Structures would remain in place and would not be altered by the Project. The proposed building would be 24 stories, reaching a maximum height of 275 feet. The Project would include 17,778 square feet of open space. The Project would provide 134 vehicle parking spaces. Also, the Project would include 89 long-term bicycle parking spaces and 9 short-term bicycle parking spaces. The 22 non-protected trees on the Project Site would be removed and replaced in accordance with the City's tree replacement requirements. The Project would require the export of approximately 10,000 cubic yards of soil to be disposed of at a regional dump location. To allow for the development of the Project, the Project Applicant is seeking the following approvals: 1) A 35 percent ministerial density bonus pursuant to LAMC Section 12.22 A.25(c)(1) to permit a maximum residential density of 133 dwelling units (4 existing dwelling units and 128 new dwelling units) with 11 dwelling units (11 percent of the base density) reserved for Very Low Income Households; 2) A Site Plan Review pursuant to LAMC Section 16.05 a development project resulting in an increase of 50 or more dwelling units; 3) An On-menu incentive pursuant to LAMC Section 12.22 A.25(g)(8) to allow an averaging of floor area, density, open space, and parking over the Project Site; 4) An Off-menu incentive pursuant to LAMC Section 12.22 A.25(g)(3) to allow a maximum floor area of 234,745 square feet or a corresponding floor area ratio of 6.74:1 averaged across the site in lieu of the otherwise permitted 1.5:1 in the C4-1-SN zoned portion of the Project Site and 6:1 in the R4-2 zoned portion of the site; 5) A Waiver of development standard pursuant to California Government Code Section 65915(e)(1) to reduce the side yard along Bronson Avenue and eliminate the side yard along the west side of the property in lieu of the otherwise required 16-foot side yards at both locations; 6) A Waiver of development standard pursuant to California Government Code Section 65915(e)(1) to allow reduced building separation of 13 feet in lieu of the otherwise required 54 feet per LAMC Section 12.21 C.2; 7) A maximum required parking ratio of 0.5 spaces per unit pursuant to California Government Code Section 65915(p)(2)(A); 8) A Vesting Tentative Tract Map for merger and condominium purposes pursuant to LAMC Section 17.06 A; and 9) A Waiver of dedications and improvements (WDIs) pursuant to LAMC Section 12.37 I to waive a nine-foot dedication and improvement requirement along the property's entire eastern lot line (along Bronson Avenue) and a four-foot dedication and improvement requirement along Carlos Avenue.

PREPARED FOR:

The City of Los Angeles
Department of City Planning

PREPARED BY:

CAJA Environmental Services
9410 Topanga Cnyn Blvd
Chatsworth, CA 91311

PROJECT APPLICANT:

1717 Bronson, LLC
1717 Bronson Avenue,
Los Angeles, CA 90028

February 2022

CATEGORICAL EXEMPTION

BRONSON RESIDENTIAL TOWER PROJECT

FEBRUARY 2022

PROJECT DESCRIPTION

Existing Conditions

The 0.86-acre Project Site is located at 1725, 1729, and 1739 North Bronson Avenue at the southwest corner of Carlos Avenue and Bronson Avenue in the Hollywood Community Plan area of the City of Los Angeles (City). The Assessor Parcel Numbers (APNs) for the Project Site are 5545-003-014, 5545-003-023, and 5545-003-029. The Project Site is bordered on the north by Carlos Avenue, on the south by a restaurant, on the west by a Los Angeles County Superior Court building and associated parking, and to the east by Bronson Avenue. Land uses in the greater Project Site area include US 101 Freeway and commercial and residential uses to the north; Hollywood Boulevard and commercial uses to the south; commercial uses to the west; and the US 101 Freeway and commercial and residential uses to the east. The northern portion of the Project Site is currently vacant but was previously developed with four residential units. The northern portion is used as surface parking. The southern portion of the Project Site is developed with a two-story residential building and a barn (Lombardi Structures). There are 22 trees on the Project Site and 8 street trees located in the public right-of-way (ROW) along Bronson Street, listed as follows:¹

On-site Trees

- 4 brush cherry (*Syzygium australe*)
- 7 ficus (*Ficus microcarpa*)
- 1 Canary Island date palm (*Phoenix canariensis*)
- 1 olive (*Olea europaea*)
- 1 camphor (*Cinnamomum camphora*)
- 3 Mexican fan palm (*Washingtonia robusta*)
- 1 carob (*Cerotonia siliqua*)
- 1 Japanese persimmon (*Diospyros kaki*)
- 2 mock orange (*Pittosporum undulatum*)
- 1 Australian blackwood (*Acacia melanoxylon*)

¹ Tree Inventory and Map, Jan C. Scow, December 5, 2020. Refer to Appendix A.

Street Trees

- 4 magnolia (*Magnolia grandiflora*)
- 3 queen palm (*Syagrus romanzoffiana*)
- 1 ficus (*Ficus rubiginosa*)

None of these trees is a protected tree as defined by the City.²

Regional access to the Project Site is provided by the US 101 Freeway located just to the east of the Project Site. The Project Site is zoned R4-2 (Multiple Dwelling Zone, Height District 2) and C4-1-SN (Commercial Zone, Height District 1, Sign District), with General Plan land use designations of High Density Residential and Highway Oriented Commercial. The Project Site is also located within the boundaries of the following:

- ZI-2452 Transit Priority Area in the City of Los Angeles
- ZI-2374 State Enterprise Zone: Los Angeles
- ZI-2488 Redevelopment Project Area: Hollywood
- ZI-2330 Sign District: Hollywood Signage (CRA Area)
- ZI-2331 Sign District: Hollywood Signage (Media District)
- ZI-2433 Revised Hollywood Community Plan Injunction
- ZI-2427 Freeway Adjacent Advisory Notice for Sensitive Uses
- ZI-2492 Hollywood Redevelopment Project Area Individual Historic Resources
- ZI-2424 Mitigation Measures for Certain Residential Densities Near Freeway

Project Characteristics

The Project includes the development of the Project Site with an approximately 229,015-square-foot residential building, with 128 dwelling units, three levels of above-ground parking, and one subterranean parking level. Of the 128 dwelling units, 11 units would be set aside for Very Low Income Households. The Lombardi Structures would remain in place and would not be altered by the Project. A breakdown of the types of dwelling units is shown on Table 1. The proposed building would be 24 stories, reaching a maximum height of 275 feet.

² Protected trees and shrubs as defined by the City include oak trees (*Quercus spp.*) and Southern California black walnut trees (*Juglans californica*), western sycamore trees (*Platanus racemosa*), California bay trees (*Umbellularia californica*), Mexican elderberry shrubs (*Sambucus Mexicana*), and toyon (*Heteromeles arbutifolia*).

**Table 1
Dwelling Unit Breakdown**

Units Size	Number of Units
1-bedroom	38
2-bedroom	37
5-bedroom	53
Total	128
<i>Source: Steinberg Hart, May 11, 2021.</i>	

Open Space

As shown on Table 2, based on open space requirements of the Los Angeles Municipal Code (LAMC), the Project would be required to include a minimum of 17,700 square feet of open space. As shown on Table 3, the Project would provide 17,778 square feet of open space.

**Table 2
LAMC Open Space Requirements Summary**

Number of Unit Type	Open Space Requirement	Size
38 1-bedroom Units	100 sf/du	3,800 sf
37 2-bedroom Units	125 sf/du	4,625 sf
5-bedroom Units	175 sf/du	9,275 sf
Total		17,700 sf
<i>LAMC = Los Angeles Municipal Code du = dwelling unit sf = square feet</i>		
<i>Source: Steinberg Hart, May 11, 2021.</i>		

**Table 3
Project Open Space**

Open Space	Size
Common Open Space	9,603 sf
Recreation Room	4,425 sf
Private Open Space	3,750 sf
Total	17,778
<i>sf = square feet</i>	
<i>Source: Steinberg Hart, May 11, 2021.</i>	

Vehicle Parking

As discussed in more detail later the subheading “Requested Approvals,” the Applicant is requesting a Density Bonus approval for the proposed Project. Pursuant to Government Code Section 65915(p)(2)(A), because the Project Site is located within 0.5 miles of a major transit stop (i.e., at the intersection of Hollywood Boulevard and Bronson Avenue), the Project is allowed a vehicle parking reduction: 0.5 vehicle parking spaces per unit. Thus, the Project would be required to provide a minimum of 64 vehicle parking spaces. The Project would provide 134 vehicle parking spaces.

Bicycle Parking

As shown on Table 4, the Project would be required to provide and would provide 89 long-term bicycle parking spaces and 9 short-term bicycle parking spaces for the residential portion of the Project Site.

Table 4
Bicycle Parking Required and Provided

Units	Number of Units	LAMC Section 12.21 A.16(a)(1)(i) Requirement	Number of Spaces
Long-Term Spaces Required			
Units 1-25	25	1.0 space/unit	25
Units 26-100	75	1.0 space/1.5 units	50
Units 101-200	28	1.0 space/2.0 units	14
Total Required Long Term			89
Short-Term Spaces Required			
Units 1-25	25	1.0 space/10 units	3
Units 26-100	75	1.0 space/15 units	5
Units 101-200	28	1.0 space/20 units	1
Total Required Short Term			9
Bicycle Spaces Provided			LT: 89 ST: 9
LAMC = Los Angeles Municipal Code LT = long term ST = short term			
Source: Steinberg Hart, May 11, 2021.			

Tree Removal and Replacement

There are 22 non-protected trees on the Project Site and eight (8) street trees located adjacent to the Project Site. Five (5) of the on-site trees would be removed and replaced in accordance with the City's tree replacement requirements. The remaining 17 on-site trees would be protected in place. None of the street trees would be removed.

Construction Schedule

The Project's estimated construction schedule is shown on Table 5. Project construction is anticipated to begin in December 2022, ending in December 2024. The estimated amount of export is 10,000 cubic yards.

Table 5
Estimated Project Construction Schedule

Phase	Start Date	Finish Date
Grading	12/1/2022	1/1/2023
Site Prep (Trenching)	1/1/2023	2/1/2023
Building Construction	2/1/2023	2/1/2024
Finishing (Architectural Coating)	2/1/2024	12/1/2024
<i>Note: The schedule assumes 5-day work weeks.</i>		
<i>Source: DM Development 2021.</i>		

Requested Approvals

To allow for development of the Project, the Project Applicant is seeking the following approvals from the City:

1. A 35 percent ministerial density bonus pursuant to LAMC Section 12.22 A.25(c)(1) to permit a maximum residential density of 133 dwelling units (4 existing dwelling units and 128 new dwelling units) with 11 dwelling units (11 percent of the base density) reserved for Very Low Income Households;
2. Site Plan Review pursuant to LAMC Section 16.05;
3. On-menu incentive pursuant to LAMC Section 12.22 A.25(g)(8) to allow an averaging of floor area, density, open space, and parking over the Project Site;
4. Off-menu incentive pursuant to LAMC Section 12.22 A.25(g)(3) to allow a maximum floor area of 234,745 square feet or a corresponding floor area ratio of 6.74:1 averaged across the site in lieu of the otherwise permitted 1.5:1 in the C4-1-SN zoned portion of the Project Site and 6:1 in the R4-2 zoned portion of the site;
5. Waiver of development standard pursuant to California Government Code Section 65915(e)(1) to reduce the side yard along Bronson Avenue and eliminate the side yard along the west side of the property in lieu of the otherwise required 16-foot side yards at both locations;
6. Waiver of development standard pursuant to California Government Code Section 65915(e)(1) to allow reduced building separation of 13 feet in lieu of the otherwise required 54 feet per LAMC Section 12.21 C.2;
7. A maximum required parking ratio of 0.5 spaces per unit pursuant to California Government Code Section 65915(p)(2)(A);
8. Vesting Tentative Tract Map for merger and condominium purposes pursuant to LAMC Section 17.06 A; and
9. Waiver of dedications and improvements (WDIs) pursuant to LAMC Section 12.37 I to waive a nine-foot dedication and improvement requirement along the property's entire

eastern lot line (along Bronson Avenue) and a four-foot dedication and improvement requirement along Carlos Avenue.

Additionally, Pursuant to various sections of the City's Code, the Applicant will request approvals and permits from various City Department (and other municipal agencies) for Project construction actions including, but not limited to: demolition, excavation, shoring, grading, foundation, and building and tenant improvements.

CATEGORICAL EXEMPTION

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

For the reasons discussed in detail later in this document, the Project is categorically exempt from the requirement for the preparation of environmental documents under Class 32 in Section 15332, Article 19, Chapter 3, Title 14 of the California Code of Regulations. Class 32 is intended to promote infill development within urbanized areas. The class consists of environmentally benign in-fill projects that are consistent with local general plan and zoning requirements. Class 32 is not intended to be applied to projects that would result in any significant traffic, noise, air quality, or water quality effects. Application of this exemption, as all categorical exemptions, is limited by certain exceptions identified in section 15300.2.

15332. In-Fill Development Projects.

Class 32 consists of projects characterized as in-fill development meeting the conditions described in this section.

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

Note: Authority cited: Section 21083, Public Resources Code. Reference: Section 21084, Public Resources Code.

15300.2. Exceptions

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

designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

- (b) *Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.*
- (c) *Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.*
- (d) *Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.*
- (e) *Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.*
- (f) *Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.*

Discussion of Section 15332(a)

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

General Plan

As demonstrated below, the Project is in substantial conformance with the purposes, intent, and provisions of the General Plan and the Hollywood Community Plan. The Project is not subject to any Specific Plan.

The Project advances the following objectives from the General Plan's Framework Element:

- Objective 3.2.: *Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled, and air pollution.* The Project is located near a high-intensity commercial corridor well served by mass transit. The plethora of transit options and the vicinity to local goods and services will encourage residents of the Project to utilize public transportation.
- Objective 3.4.: *Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown*

centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts. The Project advances this objective by locating new market-rate units and affordable housing units near a high-intensity commercial corridor located approximately 0.5 miles away from the Hollywood and Vine Metro B Line station. Furthermore, the Project helps to conserve the Lombardi Structures by building entirely on the vacant portion of the Project Site.

The Project advances the following objectives from the General Plan's Housing Element:

- Objective 1.1.2: *Expand affordable rental housing for all income groups that need assistance.* The Project will expand affordable rental housing by providing the 12 Very Low Income units in a City with a critical shortage of affordable housing. More importantly, the Project results in the net addition of 12 55-year covenanted affordable units to the City's housing stock.
- Objective 2.5.2: *Foster the development of new affordable housing units citywide and within each Community Plan area.* The Project advances this objective by incorporating 12 Very Low Income units in a City with a critical need for such units. Moreover, the Project is a net addition to the City's covenanted affordable housing stock. Also, the existing for-rent units located within the Lombardi Structures will not be demolished.

The Project advances the following Community Plan objectives:

- Objective 1: *To coordinate the development of Hollywood with that of other parts of the City of Los Angeles and the metropolitan area. To further the development of Hollywood as a major center of population, employment, retail services, and entertainment;* The Project will further development of Hollywood as a major center of population by providing 128 brand new dwelling units including 12 Very Low Income units near a commercial corridor and 2.5 miles of a major transit stop (Metro B Line Station at Hollywood and Vine). The Project will also provide housing in a growing job center, allowing residents to live near where they work. As mentioned, the Project is also located in a transit rich area, allowing residents to readily utilize nearby public transportation options such as the B Line and Metro buses.
- Objective 3: *To make provision for the housing required to satisfy the varying needs and desires of all economic segments of the Community, maximizing the opportunity for individual choice.* The Project advances this objective by incorporating 12 Very Low Income units in a City with a critical need for such units. The Project also contains a healthy mix 1-, 2-, and 5- bedroom units. The mixture of units, including the Very Low Income will satisfy varying needs of all economic segments within the Community. Moreover, the Project's 12 55-year covenanted affordable units is a net addition to the City's affordable housing stock.
- Objective 6: *"To make provision for a circulation system coordinated with land uses and densities..."* The Project Site is located near Hollywood Boulevard, one of the predominant transit corridors in the City. The Project Site is accessible via multiple bus

routes and the Metro B Line. Therefore, the local circulation system is well equipped to handle the Project's use and density.

Zoning

As required by state law, Section 12.22 of the LAMC implements the State's density bonus provisions by setting forth the density bonus program requirements, incentives, and procedures. Pursuant to LAMC Section 12.22A.25(c)(1), the Applicant is requesting a ministerial approval from the City for a 35 percent density increase in exchange for providing 11 Very Low Income units. Pursuant to California Government Code Section 65915(p)(2)(A), as a density bonus development, the Project is allowed a maximum vehicle parking ratio of 0.5 spaces per dwelling unit.

Additionally, as a density bonus development, the Project is allowed relief from various zoning requirements associated with the Project Site. Pursuant to LAMC Section 12.22.A.25(f)(8), the Applicant is requesting an on-menu incentive to allow for averaging of floor area, density, open space, and parking throughout the Project Site. Also, pursuant to LAMC Section 12.22.A.25(g)(3), the Applicant is requesting an off-menu incentive to allow a maximum floor area of 234,745 square feet for a corresponding floor area ratio of approximately 6.74:1 averaged across the Project Site, in lieu of the otherwise permitted 1.5:1 FAR allowed in the C4-1-CN zoned portion and 6:1 FAR allowed in the R4-2 zoned portion. Further, in accordance with California Government Code Section 65915(e)(1), the Applicant is requesting a waiver of development standard pursuant to LAMC Section 12.16.C.2 and 12.11.C.2 to allow the elimination of required side yards along Bronson Avenue and the Project Site's interior lot line in lieu of the otherwise required 16-foot side yards at both locations, and a waiver of development standard pursuant to LAMC Section 12.21.C.2 to allow reduced building separation of 13 feet in lieu of the otherwise required 54 feet.

Because the Project includes the creation of 50 or more dwelling units, the Project is subject to Site Plan Review requirements, pursuant to LAMC Section 16.05.C.1(b). Also, for merger and condominium purposes, the Project is subject to Vesting Tentative Tract Map requirements, pursuant to LAMC Section 17.06.A.

Lastly, pursuant to LAMC Section 12.37 I.3, the Applicant is requesting a Waiver of Dedication and Improvements to the public right of way pertaining to otherwise required dedications along Bronson Avenue and Carlos Avenue.

Discussion of Section 15332(b)

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

The Project Site is located within City limits, is 0.86 acres in size, and is completely surrounded by urban uses. The Project Site is bordered on the north by Carlos Avenue, on the south by an alley and one-story commercial structure consisting of multiple storefronts, on the west by a Los Angeles County Superior Court building and associated parking, and to the east by Bronson Avenue. Land uses in the greater Project Site area include the US 101 Freeway and commercial and residential uses to the north; Hollywood Boulevard and commercial uses to the south;

commercial uses to the west; and the US 101 Freeway and commercial and residential uses to the east. The northern portion of the Project Site is currently vacant but was previously developed with four residential units. The southern portion of the Project Site is developed with the Lombardi Structures. Therefore, the Project is within City limits on a site of no more than five acres that is substantially surrounded by urban uses.

Discussion of Section 15332(c)

The Project Site has no value as habitat for endangered, rare, or threatened species.

The Project Site is located in an urbanized area of the City. The northern portion of the Project Site is currently vacant but was previously developed with 16 residential units. The northern portion is used as surface parking. The southern portion of the Project Site is developed with the Lombardi Structures, which would remain. There are no special-status plant species, wetlands, riparian habitat, or other sensitive habitat on the Project Site. Five of the on-site trees would be removed and replaced in accordance with the City's tree replacement requirements. Depending on the exact timing of the Project construction, it is possible that the trees could contain nesting birds, which are protected by existing regulations. However, the Project Applicant would be required to comply with the Migratory Bird Treaty Act (MBTA), as well as the regulations of the California Fish and Game Code, which prohibits take of all birds and their active nests, if present in the trees on the Project Site. Thus, the Project would not harm any species protected by the Federal Endangered Species Act of 1973 (16 U.S.C. Sec. 1531 et seq.), the Native Plant Protection Act (Chapter 10, commencing with Section 1900, of Division 2 of the Fish and Game Code), or the California Endangered Species Act (Chapter 1.5, commencing with Section 2050, of Division 3 of the Fish and Game Code). Thus, the Project would not affect endangered, rare, or threatened species.

Discussion of Section 15332(d)

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

TRAFFIC

A Transportation Assessment was prepared for the Project by Gibson Transportation Consulting, Inc., dated May 2021 (refer to Appendix B). The Transportation Assessment was reviewed and approved by the Los Angeles Department of Transportation (LADOT) on July 1, 2021 (refer to Appendix B).

Methodology

Senate Bill 743 (SB 743), made effective in January 2014, required the Governor's Office of Planning and Research (OPR) to change the CEQA Guidelines regarding the analysis of transportation impacts. Under SB 743, the focus of transportation analysis shifted from vehicular delay (level of service [LOS]) to vehicle miles traveled (VMT), in order to reduce greenhouse gas emissions (GHG), create multimodal networks, and promote mixed-use developments.

The Los Angeles Department of Transportation's (LADOT) *Transportation Assessment Guidelines* (TAG) defines the methodology of analyzing a project's transportation impacts in accordance with SB 743. Per the TAG, the CEQA transportation analysis contains the following thresholds for identifying impacts:

- Threshold T-1: Conflicting with Plans, Programs, Ordinances, or Policies
- Threshold T-2.1: Causing Substantial VMT
- Threshold T-2.2: Substantially Inducing Additional Automobile Travel
- Threshold T-3: Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use

An evaluation of the Project's potential impacts under these metrics follows the TAG and is presented below.

Threshold T-1

Table 2.1-1 of the TAG identifies the City plans, policies, programs, ordinances, and standards relevant in determining project consistency. Attachment D of the TAG, Plans, Policies, and Programs Consistency Worksheet provides a structured approach to evaluate whether a project conflicts with the City's plans, programs, ordinances, or policies and to streamline the review by highlighting the most relevant plans, policies, and programs when assessing potential impacts to the City's transportation system. The Plans, Policies, and Programs Consistency Worksheet for the Project is provided in Appendix C of the Transportation Assessment included as Appendix B. Pursuant to LAMC Section 12.37, the Project seeking WDIs pursuant to LAMC Section 12.37 I to waive a nine-foot dedication and improvement requirement along the property's entire eastern lot line (along Bronson Avenue) and a four-foot dedication and improvement requirement along Carlos Avenue.

As stated in Section 2.1.4 of the TAG, a project that generally conforms with, and does not obstruct the City's development policies and standards, will generally be considered to be consistent. As detailed in Appendix C of the Transportation Assessment included as Appendix B, the Project is substantially consistent with the City documents listed on Table 2.1-1 of the TAG. Therefore, the Project would not result in a significant impact under Threshold T-1. A detailed discussion of the plans, programs, ordinances, or policies related to the Project is provided below.

Mobility Plan

The Mobility Plan combines "complete street" principles with the following five goals that define the City's mobility priorities:

- Safety First: Design and operate streets in a way that enables safe access for all users, regardless of age, ability, or transportation mode of choice.

- World Class Infrastructure: A well-maintained and connected network of streets, paths, bikeways, trails, and more provides Angelenos with the optimum variety of mode choices.
- Access for All Angelenos: A fair and equitable system must be accessible to all and must pay particularly close attention to the most vulnerable users.
- Collaboration, Communication, and Informed Choices: The impact of new technologies on our day-to-day mobility demands will continue to become increasingly important to the future. The amount of information made available by new technologies must be managed responsibly in the future.
- Clean Environments and Healthy Communities: Active transportation modes such as bicycling and walking can significantly improve personal fitness and create new opportunities for social interaction, while lessening impacts on the environment.

A detailed analysis of the Project's consistency with the specific policies of the Mobility Plan is provided on Table 6 and Appendix C of the Transportation Assessment included as Appendix B). The Mobility Plan identifies key corridors within the Study Area as components of various "mobility-enhanced networks." Though no specific improvements have been identified and there is no schedule for implementation, the mobility-enhanced networks represent a focus on improving a particular aspect of urban mobility, including transit, neighborhood connectivity, bicycles, pedestrians, and vehicles. The Project would be designed with the mobility-enhanced networks as a top priority.

Table 6
Project Consistency with Mobility Plan 2035

Policy	Consistency Discussion
<i>Chapter 1 – Safety First</i>	
<u>Policy 1.1, Roadway User Vulnerability</u> Design, plan, and operate streets to prioritize the safety of the most vulnerable roadway user.	<p>Consistent. Access to the Project Site would be provided via two driveways – one driveway along Bronson Avenue, a designated Modified Avenue III, and one driveway along Carlos Avenue, a designated Local Street. Both driveways would accommodate right-turn and left-turn ingress and egress movements. Pedestrian and bicycle access would be provided separate from the vehicular access via a lobby entrance on Bronson Avenue.</p> <p>Pursuant to LAMC Section 12.37, the Project seeking WDI pursuant to LAMC Section 12.37 I to waive a nine-foot dedication and improvement requirement along the property's entire eastern lot line (along Bronson Avenue) and a four-foot dedication and improvement requirement along Carlos Avenue. The Project would provide an enhanced pedestrian experience on this portion of the site.</p>
<u>Policy 1.6 Multi-Modal Detour Facilities</u>	Consistent. The Project Applicant would be required by the City to prepare and implement

Table 6
Project Consistency with Mobility Plan 2035

Policy	Consistency Discussion
Design detour facilities to provide safe passage for all modes of travel.	a construction management plan that would include, to the extent necessary, detour rates for all applicable travel modes, including pedestrian and transit users.
<i>Chapter 2 – World Class Infrastructure</i>	
<u>Policy 2.3 Pedestrian Infrastructure</u> Recognize walking as a component of every trip and ensure high-quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.	Consistent. Several streets within the Study Area are designated Pedestrian Enhanced Districts where pedestrian improvements could be prioritized to provide better connectivity to and from major destinations within communities, including Franklin Avenue west of Van Ness Avenue, Gower Street between Carlos Avenue and Carlton Way, Bronson Avenue between Carlos Avenue and Carlton Way, and Hollywood Boulevard west of Van Ness Avenue and east of Wilton Place. The Project does not propose narrowing or shifting existing sidewalk placement or paving, narrowing, shifting, or removing an existing parkway. Further, the Project is open to easements that could widen the sidewalks and enhance the pedestrian environment.
<u>Policy 2.4 Neighborhood Enhanced Network</u> Provide a slow speed network of locally serving streets.	Consistent. Several streets within the Study Area are designated parts of the Neighborhood Enhanced Network, including Franklin Avenue, Carlos Avenue, Selma Avenue west of Gower Street, Bronson Avenue between Yucca Street and Carlos Avenue and between Hollywood Boulevard and Carlton Way, Carlton Way east of Bronson Avenue, Canyon Drive south of Carlton Way, and Harold Way east of Canyon Drive. The Project would add some traffic to surrounding streets but would not affect travel speed or safety.
<u>Policy 2.5 Transit Network</u> Improve the performance and reliability of existing and future bus service	Consistent. Hollywood Boulevard is designated as part of the Transit Enhanced Network. The Project would develop transit accessible residential space within a high-quality transit area. There is sufficient capacity within the existing and future transit system to accommodate the additional ridership generated by the Project.
<u>Policy 2.6 Bicycle Networks</u> Provide safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities. (includes scooters, skateboards, rollerblades, etc.)	Consistent. Hollywood Boulevard is designated as part of the Bicycle Enhanced Network. There are existing bicycle lanes on Franklin Avenue which would not be affected by the Project. The Project would provide short-term and long-term bicycle parking for

Table 6
Project Consistency with Mobility Plan 2035

Policy	Consistency Discussion
	residents and visitors in accordance with LAMC requirements.
Chapter 3 – Access for all Angelenos	
<u>Policy 3.1 Access for All</u> Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes – including goods movement – as integral components of the City's transportation system.	Consistent. The Project encourages multi-modal transportation alternatives and access for all travel modes to and from the Project Site. The Project provides pedestrian and bicycle access separate from vehicular access and provides bicycle parking to encourage walking and bicycling. It encourages transit usage by developing a residential project within a high-quality transit area.
<u>Policy 3.2 People with Disabilities</u> Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.	Consistent. The Project's vehicular and pedestrian entrances would be designed consistent with LADOT standards and all requirements from the Americans with Disabilities Act (ADA).
<u>Policy 3.3 Land Use Access and Mix</u> Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.	Consistent. The Project's residential units located within a high-quality transit area would help to encourage walking, bicycling, and transit trips for both commuting and accessing neighborhood services.
<u>Policy 3.4 Transit Services</u> Provide all residents, workers, and visitors with affordable, efficient, convenient, and attractive transit services.	Consistent. The Project is located within a high-quality transit area, providing a mix of high-frequency local and late-night buses.
<u>Policy 3.8 Bicycle Parking</u> Provide bicyclists with convenient, secure, and well-maintained bicycle parking facilities.	Consistent. The Project would provide convenient and secure long-term and short-term parking for bicycles for residents and visitors.
Chapter 4 – Collaboration, Communication, & Informed Choices	
<u>Policy 4.8 Transportation Demand Management Strategies</u> Encourage greater utilization of Transportation Demand Management (TDM) strategies to reduce dependence on single-occupancy vehicles.	Consistent. The Project's TDM program, described in more detail under Threshold T-2.1, below, includes unbundled parking and provision of bicycle parking.
<u>Policy 4.13 Parking and Land Use Management</u> Balance on-street and off-street parking supply with other transportation and land use objectives.	Consistent. The Project would provide sufficient off-street parking to meet Project parking requirements. The Project would also retain on-street parking in front of the Project Site.
Chapter 5 – Clean Environments & Healthy Communities	
<u>Policy 5.1 Sustainable Transportation</u> Encourage the development of a sustainable transportation system that promotes environmental and public health.	Consistent. The Project would provide secure long-term bicycle parking for residents and short-term bicycle parking for visitors, and it would provide easements to widen the pedestrian sidewalks along Bronson Avenue and Carlos Avenue. These features would

Table 6
Project Consistency with Mobility Plan 2035

Policy	Consistency Discussion
	promote active transportation modes such as bicycling and walking and improve access to nearby public transit.
Policy 5.2 Vehicle Miles Traveled (VMT) Support ways to reduce vehicle miles traveled (VMT) per capita.	Consistent. The Project is estimated to generate lower VMT per capita for residents than the average for the area, as demonstrated under Threshold T-2.1, below. Additionally, it would implement TDM measures including unbundled parking and provision of bicycle parking as project design features.
Source: Gibson, May 2021. Refer to Appendix B.	

Access to the Project would be provided via two driveways: one along Bronson Avenue and one along Carlos Avenue. Pedestrian and bicycle access would be provided separate from the vehicular access via a lobby entrance on Bronson Avenue and additional entrances on Carlos Avenue. All entrances would be designed consistent with LADOT standards and all requirements from the ADA. The Project is seeking WDIs pursuant to LAMC Section 12.37 I to waive a nine-foot dedication and improvement requirement along the property's entire eastern lot line (along Bronson Avenue) and a four-foot dedication and improvement requirement along Carlos Avenue. The Project would also widen the sidewalks along the Project frontages to accommodate pedestrian circulation and to provide an enhanced pedestrian experience.

The Project is located within a high-quality transit area and would provide bicycle parking for residents and visitors, thereby promoting public and active transportation modes and reducing the Project VMT per capita for residents compared to the average for the area, as demonstrated under Threshold T-2.1, below. Further, the Project does not propose modifying, removing, or otherwise negatively affect existing bicycle infrastructure.

Thus, the Project would be consistent with the goals of the Mobility Plan.

Plan for a Healthy Los Angeles: A Health and Wellness Element of the General Plan

Plan for a Healthy Los Angeles: A Health and Wellness Element of the General Plan introduces guidelines for the City to follow to enhance the City's position as a regional leader in health and equity, encourage healthy design and equitable access, and increase awareness of equity and environmental issues.

A detailed analysis of the Project's consistency with Plan for a Healthy Los Angeles is provided on Table 7. The Project prioritizes safety and access for all individuals utilizing the site by complying with all ADA requirements, widening the sidewalks, and improving pedestrian facilities adjacent to the Project Site, if required. Further, the Project supports healthy lifestyles by locating housing within a high-quality transit area and providing bicycle parking. The Project includes 12

affordable housing units to meet the diverse needs of the community and to provide a vibrant residential community near an active commercial center of Hollywood.

Thus, the Project would be consistent with the goals of Plan for a Healthy Los Angeles.

Table 7
Project Consistency with Plan for a Healthy Los Angeles

Policy	Consistency Discussion
<i>Chapter 1 – Los Angeles, a Leader in Health and Equity</i>	
<u>Policy 1.5 Plan for Health</u> Improve Angelenos' health and well-being by incorporating a health perspective into land use, design, policy, and zoning decisions through existing tools, practices, and programs.	Consistent. The Project supports healthy lifestyles by locating housing within a high-quality transit area, improving pedestrian facilities adjacent to the Project Site, and providing bicycle parking.
<u>Policy 1.6 Poverty and Health</u> Reduce the debilitating impact that poverty has on individual, familial, and community health and well-being by: promoting cross-cutting efforts and partnerships to increase access to income; safe, healthy, and stable affordable housing options; and attainable opportunities for social mobility.	Consistent. The Project includes 12 affordable housing units.
<u>Policy 1.7 Displacement and Health</u> Reduce the harmful health impacts of displacement on individuals, families and communities by pursuing strategies to create opportunities for existing residents to benefit from local revitalization efforts by: creating local employment and economic opportunities for low-income residents and local small businesses; expanding and preserving existing housing opportunities available to low-income residents; preserving cultural and social resources; and creating and implementing tools to evaluate and mitigate the potential displacement caused by large-scale investment and development.	Consistent. The Project provides 12 affordable housing units within a high-quality transit area near an active commercial center of the Hollywood community. The Project does not displace any currently active housing; rather, it converts vacant land into an active and vibrant residential community.
<i>Chapter 5 – An Environment Where Life Thrives</i>	
<u>Policy 5.7 Land Use Planning for Public Health and GHG Emission Reduction</u> Promote land use policies that reduce per capita greenhouse gas emissions, result in improved air quality and decreased air pollution, especially for children, seniors, and others susceptible to respiratory diseases.	Consistent. The Project is estimated to generate VMT per capita for residents and employees at least 15 percent lower than the average for the area as demonstrated under Threshold T-2.1, below. Further, it would provide unbundled parking and provision of bicycle parking to further reduce VMT per capita. VMT directly contributes to GHG emissions, so a reduced VMT per capita also reduces GHG emissions per capita..
<i>Source: Gibson, May 2021. Refer to Appendix B.</i>	

Land Use Element of the General Plan

The City General Plan's Land Use Element contains 35 Community Plans that establish specific goals and strategies for the various neighborhoods across Los Angeles. The Project is located within the Hollywood Community Plan area.

A detailed analysis of the Project's consistency with the Hollywood Community Plan is provided on Table 8. The Project would provide both market-rate and affordable residential units to further the development of Hollywood as a major center of population. The Project is consistent with the circulation standards and criteria of the Hollywood Community Plan as the transportation system within the vicinity of the Project Site would adequately serve the traffic generated by the Project without major congestion. In addition, the Project would implement TDM strategies as project design features, including unbundled parking and provision of bicycle parking, to further reduce the number of single-occupancy vehicle trips generated by the Project. Thus, the Project would promote and encourage development standards in line with the goals and objectives of the Hollywood Community Plan.

The City is currently in the process of updating the Hollywood Community Plan to guide development for the Hollywood area through Year 2040. Hollywood Community Plan Update Draft Environmental Impact Report was released for public review in October 2019. As of April 2021, the City Planning Commission moved to adopt the Hollywood Community Plan and the accompanying Environmental Impact Report. Action by the City Council's Planning and Land Use Management Committee and the full City Council is still needed to formally adopt the Hollywood Community Plan and certify the accompanying Environmental Impact Report.

Table 8
Project Consistency with the Hollywood Community Plan

Objective	Consistency Discussion
<u>Objective 1:</u> To coordinate the development of Hollywood with that of other parts of the City of Los Angeles and the metropolitan area. To further the development of Hollywood as a major center of population, employment retail services, and entertainment; and to perpetuate its image as the international center of the motion picture industry.	Consistent. The Project would provide both market-rate and affordable residential units to further the development of Hollywood as a major center of population. The Project would also propose a development that is located near an active commercial center of the Hollywood Community.
<u>Objective 3:</u> To make provision for the housing required to satisfy the varying needs and desires of all economic segments of the Community, maximizing the opportunity for individual choice.	Consistent. The Project's provision of both market-rate and affordable units in a variety of configurations would contribute to the goal of providing all economic segments of the community with opportunities to have their needs and desires met.
<u>Objective 6:</u> To make provision for a circulation system coordinated with land uses and densities and adequate to accommodate traffic; and to encourage the expansion and improvement of public transportation service.	Consistent. The Project would provide residential uses in proximity to Metro and LADOT bus stops. The Project's proximity to transit provides alternative modes of transportation for residents and visitors to take to and from the Project Site.
<i>Source: Gibson, May 2021. Refer to Appendix B.</i>	

Redevelopment Plan

The Project is located within the Redevelopment Plan for the Hollywood Redevelopment Project. A detailed analysis of the Project's consistency with the Redevelopment Plan is provided on Table 9. The Project promotes and encourages development standards in line with the goals and objectives of the Redevelopment Plan including, but not limited to, encouraging the expansion and improvement of public transportation service, providing housing to support the varied economic needs of the community, maximizing opportunity for individual choice, and designing a circulation system proportional to land use densities that will accommodate estimated traffic.

Thus, the Project would be consistent with the goals and objectives of the Redevelopment Plan.

Table 9
Project Consistency with the Hollywood Redevelopment Plan

Goal	Consistency Discussion
<u>Goal 3:</u> Promote a balanced community meeting the needs of the residential, commercial, industrial, arts and entertainment sectors.	Consistent. The Project would provide a mix of market-rate and affordable residential dwelling units, as well as a variety of one-, two-, and five-bedroom units, to meet various residential needs in the Hollywood area.
<u>Goal 9:</u> Provide housing choices and increase the supply and improve the quality of housing for all income and age groups, especially for persons with low and moderate incomes; and to provide home ownership opportunities and other housing choices which meet the needs of the resident population.	Consistent. The Project's provision of both market-rate and affordable units in a variety of configurations would contribute to the goal of providing all economic segments of the community with opportunities to have their needs and desires met.
<u>Goal 12:</u> Support and encourage a circulation system which will improve the quality of life in Hollywood, including pedestrian, automobile, parking and mass transit systems with an emphasis on serving existing facilities and meeting future needs.	Consistent. The Project would improve the pedestrian environment by separating pedestrian access from vehicular access, providing easements for widening the sidewalks along Bronson Avenue and Carlos Avenue, and enhancing the Project frontages with new street trees. The Project would provide unbundled parking and provision of bicycle parking to reduce dependence on single-occupancy vehicles and encourage the use of active modes of transportation. Further, the Project would provide residential uses in proximity to Metro and LADOT bus stops. The Project's proximity to transit provides alternative modes of transportation for residents and visitors to take to and from the Project Site.
<i>Source: Gibson, May 2021. Refer to Appendix B.</i>	

LAMC Section 12.21.A.16 (Bicycle Parking)

LAMC Section 12.21.A.16 details the bicycle parking requirements for new developments. As further detailed in Section 5E, the proposed short-term and long-term bicycle parking supply for the residential uses would satisfy the LAMC requirements.

LAMC Section 12.26J (TDM Ordinance)

LAMC Section 12.26J, the TDM Ordinance, establishes trip reduction requirements for non-residential projects in excess of 25,000 square feet. The Project does not propose non-residential uses in excess of 25,000 sf. Therefore, LAMC Section 12.26J is not applicable.

Vision Zero Action Plan/Vision Zero Corridor Plans

Vision Zero implements projects that are designed to increase safety on the most vulnerable City streets. As discussed in Chapter 2, Franklin Avenue east of Beachwood Drive and Hollywood Boulevard are identified as part of the HIN. In May 2019, LADOT installed new minor street crosswalks and continental crosswalk upgrades within the Study Area as part of the Vision Zero Hollywood Boulevard Safety Improvement Projects. No additional improvements are currently planned near the Project Site. Nonetheless, the Project would not preclude future Vision Zero safety projects by the City on adjacent streets. Thus, the Project would not conflict with Vision Zero.

Streetscape Plans

The Project Site is not located within the boundaries of any streetscape plan and thus, streetscape plans do not apply to the Project.

Citywide Design Guidelines

The Pedestrian-First Design approach of Citywide Design Guidelines identifies design strategies that “create human scale spaces in response to how people actually engage with their surroundings, by prioritizing active street frontages, clear paths of travel, legible wayfinding, and enhanced connectivity. Pedestrian-First Design promoted healthy living, increases economic activity at the street level, enables social intersection, creates equitable and accessible public spaces, and improves public safety.”

The Pedestrian-First Design guidelines are as follows:

- Guideline 1: Promote a safe, comfortable, and accessible pedestrian experience for all.
- Guideline 2: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience.
- Guideline 3: Design projects to actively engage with streets and public space and maintain human scale.

A detailed analysis of the Project's consistency with the guidelines of the Pedestrian-First Design approach is provided on Table 10.

The Project design includes separate pedestrian and vehicular access points, widened sidewalks, and improved pedestrian facilities adjacent to the Project. The Project's residential lobby would face Bronson Avenue to help activate the pedestrian enhanced district. Thus, the Project design provides for the safety, comfort, and accessibility of pedestrians, aligning with the Pedestrian-First Design approach.

Table 10
Project Consistency with Citywide Design Guidelines

Project Consistency with Citywide Design Guidelines	
Guideline	Consistency Discussion
<u>Guideline 1: Promote a safe, comfortable, and accessible pedestrian experience for all</u> Design projects to be safe and accessible and contribute to a better public right-of-way for people of all ages, genders, and abilities, especially the most vulnerable - children, seniors, and people with disabilities.	Consistent. The Project provides for the safety, comfort, and accessibility of pedestrians in a number of ways. First, the Project would provide pedestrian access via a lobby entrance on Bronson Avenue, separate from vehicular access. Additionally, the Project would provide easements to widen the sidewalks along Bronson Avenue and Carlos Avenue and enhance them with new street trees.
<u>Guideline 2: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience</u> Design to avoid pedestrian and vehicular conflicts and to create an inviting and comfortable public right-of-way. A pleasant and welcoming public realm reinforces walkability and improves the quality of life for users.	Vehicular access to the Project Site would be provided via two driveways – one driveway along Bronson Avenue and one driveway along Carlos Avenue. Both driveways would accommodate right-turn and left-turn ingress and egress movements. Pedestrian and bicycle access would be provided separate from the vehicular access. Therefore, the Project would not result in conflict between pedestrians and vehicles.
<u>Guideline 3: Design projects to actively engage with streets and public space and maintain human scale</u> New projects should be designed to contribute to a vibrant and attractive public realm that promotes a sense of civic pride. Better connections within the built environment contribute to a livable and accessible city and a healthier public realm.	The Project's residential lobby, which would face Bronson Avenue, would help to activate the pedestrian enhanced district consistent with the goals of the Mobility Plan.
Source: Gibson, May 2021. Refer to Appendix B.	

Threshold T-2.1

The information below describes the methodology by which vehicle trips and VMT are calculated in City of Los Angeles VMT Calculator Version 1.3 (VMT Calculator), as detailed in City of Los Angeles VMT Calculator Documentation. LADOT developed the VMT Calculator to estimate project-specific daily household VMT per capita and daily work VMT per employee for developments within City limits, which are based on the following types of one-way trips:

- Home-Based Work Production: trips to a workplace destination originating from a residential use
- Home-Based Other Production: trips to a non-workplace destination (e.g., retail, restaurant, etc.) originating from a residential use
- Home-Based Work Attraction: trips to a workplace destination originating from a residential use

As detailed in City of Los Angeles VMT Calculator Documentation, the household VMT per capita threshold applies to Home-Based Work Production and Home-Based Other Production trips, and the work VMT per employee threshold applies to Home-Based Work Attraction trips, as the location and characteristics of residences and workplaces are often the main drivers of VMT, as detailed in Appendix 1 of Technical Advisory on Evaluating Transportation Impacts in CEQA.

Other types of trips generated in the VMT Calculator include Non-Home-Based Other Production (trips to a non-residential destination originating from a non-residential use), Home-Based Other Attraction (trips to a non-workplace destination originating from a residential use), and Non-Home-Based Other Attraction (trips to a non-residential destination originating from a non-residential use). These trip types are not factored into the VMT per capita and VMT per employee thresholds as those trips are typically localized and are assumed to have a negligible effect on the VMT impact assessment. However, those trips are factored into the calculation of total project VMT for screening purposes when determining if VMT analysis would be required.

Table 2.2-1 of the TAG details the following daily household VMT per capita and daily work VMT per employee impact criteria for the APC areas:

<u>APC</u>	<u>Daily Household VMT/Capita</u>	<u>Daily Work VMT/Employee</u>
Central	6.0	7.6
East LA	7.2	12.7
Harbor	9.2	12.3
North Valley	9.2	15.0
South LA	6.0	11.6
South Valley	9.4	11.6
West LA	7.4	11.1

The Project is located within the Central APC and thus, has a daily household VMT per capita impact threshold of 6.0 and a daily work VMT per employee impact threshold of 7.6.

Travel Behavior Zones (TBZ)

The City developed TBZ categories to determine the magnitude of VMT and vehicle trip reductions that could be achieved through TDM strategies. As detailed in City of Los Angeles VMT Calculator Documentation, the development of the TBZs considered the population density, land use density, intersection density, and proximity to transit of each Census tract in the City and are categorized as follows:

1. Suburban (Zone 1): Very low-density primarily centered around single-family homes and minimally connected street network
2. Suburban Center (Zone 2): Low-density developments with a mix of residential and commercial uses with larger blocks and lower intersection density
3. Compact Infill (Zone 3): Higher density neighborhoods that include multi-story buildings and well-connected streets
4. Urban (Zone 4): High-density neighborhoods characterized by multi-story buildings with a dense road network

The VMT Calculator determines a project's TBZ based on the latitude and longitude of a project address. The Project located within a Compact Infill (Zone 3) TBZ.

Mixed-Use Development Methodology

As detailed in City of Los Angeles VMT Calculator Documentation, the VMT Calculator accounts for the interaction of land uses within a mixed-use development and considers the following sociodemographic, land use, and built environment factors for a project area:

- Land use density of the project
- Transportation network connectivity
- Availability of and proximity to transit
- Proximity to retail and other destinations
- Vehicle ownership rates
- Household size

Trip Lengths

The VMT Calculator determines a project's VMT based on trip length information from the City's Travel Demand Forecasting Model, which considers the traffic analysis zones within 0.125 miles of a project to determine the average trip length and trip type, which factor into the calculation of a project's VMT.

Population and Employment Assumptions

As previously stated, the VMT thresholds identified in the TAG are based on household VMT per capita and work VMT per employee. Thus, the VMT Calculator contains population assumptions developed based on Census data for the City and employment assumptions derived from multiple data sources, including Los Angeles Unified School District's (LAUSD) 2012 Developer Fee Justification Study, Trip Generation Manual, 9th Edition, the San Diego Association of Governments Activity Based Model, the United States Department of Energy, and other modeling

resources. A summary of population and employment assumptions for various land uses is provided on Table 1 of City of Los Angeles VMT Calculator Documentation.

TDM Measures

Additionally, the VMT Calculator measures the reduction in VMT resulting from a project's incorporation of TDM strategies as project design features or mitigation measures. The following seven categories of TDM strategies are included in the VMT Calculator:

1. Parking
2. Transit
3. Education and Encouragement
4. Commute Trip Reductions
5. Shared Mobility
6. Bicycle Infrastructure
7. Neighborhood Enhancement

TDM strategies within each of these categories have been empirically demonstrated to reduce trip-making or mode choice in such a way as to reduce VMT, as documented in California Air Pollution Control Officers Association's Quantifying Greenhouse Gas Mitigation Measures.

PROJECT VMT ANALYSIS

The VMT Calculator was used to evaluate Project VMT for comparison to the VMT impact criteria. Based on guidance from the City, the VMT Calculator was modeled for the Project's land uses and their respective sizes as the primary input.

The Project only consists of residential uses and thus, per City of Los Angeles VMT Calculator User Guide, would not generate work VMT per employee and would not result in a significant work VMT impact. As such, the VMT analysis presented below evaluates the household VMT per capita generated by the residential uses of the Project.

Project VMT

The Project incorporates design features that include measures to reduce the number of single occupancy vehicle trips to the Project Site. For the purposes of this analysis, the following Project design features were accounted for in the VMT evaluation:

- Unbundled parking
- Bike parking per LAMC

The VMT analysis results based on the VMT Calculator are summarized on Table 11. The VMT Calculator estimates that the Project would generate a total daily VMT of 3,094 and a total homebased production VMT of 1,426. Thus, the Project would generate an average household VMT per capita of 4.8. The average household VMT per capita would not exceed the Central APC significant household VMT impact threshold of 6.0 and therefore, the Project would not result in a significant VMT impact.

Table 11
VMT Analysis Summary

Project Information	
<i>Land Use</i>	<i>Size</i>
Multi-Family Housing	117 du
Affordable Housing	11 du
<i>Project Analysis [a]</i>	
Resident Population	299
Employee Population	0
Project Area Planning Commission	Central
Travel Behavior Zone (TBZ)	Compact Infill
Maximum Allowable VMT Reduction [b]	40%
<i>VMT Analysis [c]</i>	
Daily Vehicle Trips	491
Total Daily VMT	3,094
Total Home-Based Production VMT	1,426
Household VMT/Capita [d]	4.8
Impact Threshold	6.0
Significant Impact	NO
<i>du = dwelling unit</i> <i>[a] VMT results based on the City of Los Angeles VMT Calculator Version 1.3 (July 2020).</i> <i>[b] The maximum allowable VMT reduction is based on the Project's designated TBZ as determined in Transportation Demand Management Strategies in LA VMT Calculator (LADOT, August 2018) and Quantifying Greenhouse Gas Mitigation Measures (California Air Pollution Control Officers Association, 2010).</i> <i>[c] Project design features include:</i> 1. Unbundled parking 2. Bike parking per LAMC <i>[d] Based on home-based production trips only.</i> <i>Source: Gibson, May 2021. Refer to Appendix B.</i>	

Threshold T-2.2

The intent of Threshold T-2.2 is to assess whether a transportation project would induce substantial VMT by increasing vehicular capacity on the roadway network, such as the addition of through traffic lanes on existing or new highways, including general purpose lanes, high-occupancy-vehicle lanes, peak-period lanes, auxiliary lanes, and lanes through grade-separated interchanges.

The Project is not a transportation project. Thus, further evaluation is not required.

Threshold T-3

Access Overview

Vehicular access to the Project Site would be provided via two driveways, one along Bronson Avenue and one along Carlos Avenue. Both driveways would accommodate right-turn and left-turn ingress and egress movements and would be 20 feet wide. The Project would also widen the sidewalks along the Project frontages to accommodate pedestrian circulation to provide an enhanced pedestrian experience. Pedestrian and bicycle access would be provided separate from the vehicular access points via a lobby entrance on Bronson Avenue and additional entrances on Carlos Avenue.

Project Hazards Analysis

Potential Geometric Design Hazards

The vehicular driveways would provide adequate sight distance. Bronson Avenue runs straight and at a slight, consistent grade in front of the Project Site. Carlos Avenue has a curve adjacent to the Project Site, but the Project design would accommodate adequate sight distance triangles free of obstruction for vehicular ingress and egress. The Project design would not result in any impediments to the visibility of approaching vehicles, pedestrians, or bicycles. Additionally, the vehicular driveways would intersect Bronson Avenue and Carlos Avenue at right angles to maximize sight distance.

As discussed previously, the Project would generate fewer than 100 trips during any single peak hour, which is fewer than two vehicles every minute. The Project driveways would have the capacity to accommodate the Project vehicle trips and as such, no queuing hazards related to operation of the driveway would occur.

Consistency with Modal Priority Networks

The Project vehicular driveways are not proposed along a street designated as part of the Bicycle enhanced BEN/BLN, TEN, or HIN. However, Carlos Avenue is designated as part of the NEN, and Bronson Avenue is designated as part of the PED by the Mobility Plan. The Project design would not result in any impediments to the visibility of approaching vehicles, pedestrians, or bicycles, and the Project vehicular driveways would intersect Bronson Avenue and Carlos Avenue at right angles to maximize sight distance and be designed to City standards. Thus, the Project vehicular driveways would present no substantial conflict with any of those modal priorities. Moreover, the Project would not preclude or interfere with the implementation of future roadway improvements benefiting transit, pedestrians, or bicycles.

Pedestrian and Bicycle Activity

Pedestrian and bicycle access would be provided separate from the vehicular access points via a lobby entrance on Bronson Avenue. The Project would result in a modest increase in both pedestrian and bicycle activity along Bronson Avenue and Carlos Avenue. However, the access locations would be designed to accommodate wider sidewalks and enhanced connectivity that

meet the City's requirements to further protect pedestrian and bicycle safety. The driveways would not cross any existing bicycle infrastructure, and there would be adequate sight distance for drivers entering and exiting the driveway to see oncoming pedestrians and bicyclists. Therefore, the Project would result in significant vehicle-pedestrian or vehicle-bicycle conflicts.

Summary

Based on the information above, the Project would not result in hazards from the design or operation, and Project impacts related to Threshold 3-1 would be less than significant..

NOISE

The analysis below is based primarily on technical data prepared by DKA Planning, dated June 2, 2021 (refer to Appendix C).

Regulatory Setting

General Plan Noise Element

The City's General Plan contains a Noise Element that includes objectives and policies intended to guide the control of noise to protect residents, workers, and visitors. Its primary goal is to manage long-term noise impacts to preserve acceptable noise environments for all types of land uses. The Noise Element contains no quantitative or other thresholds of significance for evaluating a project's noise impacts. However, the Noise Element does contain a land use and noise compatibility table, which is included as Table 12. Policy P16 of the Noise Element instructs to use, "as appropriate," this table "or other measures that are acceptable to the city, to guide land use and zoning reclassification, subdivision, conditional use and use variance determinations and environmental assessment considerations, especially relative to sensitive uses, as defined by this chapter..."³ "Noise sensitive" uses are defined as "single-family and multi-unit dwellings, long-term care facilities (including convalescent and retirement facilities), dormitories, motels, hotels, transient lodgings, and other residential uses; houses of worship; hospitals; libraries; schools; auditoriums; concert halls; outdoor theaters; nature and wildlife preserves, and parks."⁴ The Noise Element further instructs that the table is designed "to help guide determination of appropriate land use and mitigation measures vis-à-vis existing or anticipated ambient noise levels."

³ *Noise Element of the Los Angeles City General Plan, February 1999.*

⁴ *Ibid.*

Table 12
City of Los Angeles Noise Element – Guidelines for Noise Compatible Land Use

Land Use Category	Day-Night Average Exterior Sound Level (CNEL dB)						
	50	55	60	65	70	75	80
Residential Single Family, Duplex, Mobile Home	A	C	C	C	N	U	U
Residential Multi-Family	A	A	C	C	N	U	U
Transient Lodging, Motel, Hotel	A	A	C	C	N	U	U
School, Library, Church, Hospital, Nursing Home	A	A	C	C	N	N	U
Auditoriums, Concert Halls, Amphitheaters	C	C	C	C/N	U	U	U
Sports Arena, Outdoor Spectator Sports	C	C	C	C	C/U	U	U
Playground, Neighborhood Park	A	A	A	A/N	N	N/U	U
Golf Course, Riding Stable, Water Recreation, Cemetery	A	A	A	A	N	A/N	U
Office Building, Business, Commercial, Professional	A	A	A	A/C	C	C/N	N
Industrial, Manufacturing, Utilities, Agriculture	A	A	A	A	A/C	C/N	N

A = 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.
C = 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.
N = 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.
U = Clearly Unacceptable - New construction or development should generally not be undertaken.

Source: Noise Element of the Los Angeles City General Plan – Exhibit I

Los Angeles Municipal Code

The LAMC contains a number of regulations that would apply to the Project's temporary construction activities and long-term operations.

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

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 this single-family dwelling shall perform any construction or repair work of any kind upon, or any earth grading for, any building or structure located on land developed with residential buildings under the provisions of Chapter I of this Code, or perform such work within 500 feet of land so occupied, before 8:00 A.M. or after 6:00 P.M. on any Saturday or national holiday nor at any time on any Sunday. In addition, the operation, repair, or servicing of construction equipment and the job-site delivering of construction materials in such areas shall be prohibited on Saturdays and on Sundays during the hours herein specific...*

Section 112.05 of the LAMC establishes noise limits for powered equipment and hand tools operated within 500 feet of residential zones. Of particular importance is subdivision (a), which institutes a maximum noise limit of 75 dBA at 50 feet for the types of construction vehicles and equipment that would be required for the Project's construction. However, the LAMC notes that these limitations would not necessarily apply if it can be proven that compliance would be technically infeasible despite the use of noise-reducing means or methods.

SEC.112.05 MAXIMUM NOISE LEVEL OF POWERED EQUIPMENT OR POWERED HAND TOOLS

Between the hours of 7:00 A.M. and 10:00 P.M., in any residential zone of the City or within 500 feet thereof, no person shall operate or cause to be operated any powered equipment or powered hand tool that produces a maximum noise level exceeding the following noise limits at a distance of 50 feet therefrom:

- (a) *75 dBA for construction, industrial, and agricultural machinery including crawler-tractors, dozers, rotary drills and augers, loaders, power shovels, cranes, derricks, motor graders, paving machines, off-highway trucks, ditchers, trenchers, compactors, scrapers, wagons, pavement breakers, compressors and pneumatic or other powered equipment;*
- (b) *75 dBA for powered equipment of 20 HP or less intended for infrequent use in residential areas, including chain saws, log chippers and powered hand tools;*
- (c) *65 dBA for powered equipment intended for repetitive use in residential areas, including lawn mowers, backpack blowers, small lawn and garden tools and riding tractors.*

Said noise limitations shall not apply where compliance therewith is technically infeasible. The burden of proving that compliance is technically infeasible shall be upon the person or persons charged with a violation of this section. Technical infeasibility shall mean that said noise limitations cannot be complied with despite the use of mufflers, shields, sound

barriers, and/or other noise reduction devices or techniques during the operation of the equipment.

Section 112.01 of the LAMC would prohibit any amplified noises, especially those from outdoor sources (e.g., outdoor speakers, stereo systems, etc.) 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 10:00 P.M. and 7:00 A.M. Section 114.06 requires vehicle theft alarm systems to be silenced within five minutes.

Existing Conditions

Noise-Sensitive Receptors

The Project Site is located along the Hollywood Boulevard corridor and is adjacent to the Hollywood Freeway. Sensitive receptors within 1,000 feet of the Project Site include, but are not limited to, the following representative sampling:

- Multi-family residences, 1720 Bronson Avenue; 70 feet east of the Project Site
- Multi-family residences, 5919 Carlos Avenue; 80 feet north of the Project Site
- Hollywood Silvercrest Apartments, 5940 Carlos Avenue; 170 feet west of the Project Site
- Hallmart Apartments, 1810 Bronson Avenue; 350 feet north of the Project Site
- Multi-family residences, 5855 Carlton Way; 380 feet south of the Project Site
- Multi-family residences, 1661-1671 Bronson Avenue; 390 feet south of the Project Site

Existing Ambient Noise Conditions

In June 2021, DKA Planning took short-term noise measurements near the Project Site to determine the ambient noise conditions near the location of sensitive receptors (refer to Table 13).⁵ The primary source of noise near the Project Site is vehicle traffic, as transportation noise is the main source of noise in urban environments. The Project Site is as close as 80 feet to the mainline of the Hollywood Freeway, with an off-ramp to Hollywood Boulevard even closer. Other noise is generated from Hollywood Boulevard, approximately 220 feet to the south of the Project Site, which carries approximately 1,808 eastbound/westbound vehicle trips during the morning peak hour on Bronson Avenue to the south.⁶

⁵ Noise measurements were taken using a Quest Technologies SoundPro DL Sound Level Meter. The SoundPro DL meter complies with the American National Standards Institute (ANSI) and International Electrotechnical Commission (IEC) for general environmental measurement instrumentation. The meter was equipped with an omni-directional microphone, calibrated before the day's measurements, and set at approximately five feet above the ground.

⁶ City of Los Angeles, Manual Traffic Count Summary. https://navigatela.lacity.org/dot/traffic_data/manual_counts/BRONSON.N.HOLLYWOOD.180515.MAN.pdf, 2018 counts adjusted 1% annually to reflect 2021 volumes.

**Table 13
Existing Noise Levels**

Noise Measurement Location	Sound Level (dBA L_{eq})
1. Multi-family Residences, 1720 Bronson Avenue	62.2
2. Hallmart Apartments, 1810 North Bronson Avenue	65.7
3. Multi-Family Residences, 5855 Carlton Way	63.7
4. Hollywood Silvercrest Apartments, 5940 Carlos Avenue	67.1
<i>Source: DKA Planning, 2021. Refer to Appendix C.</i>	

Thresholds of Significance

On-Site Construction Noise Threshold

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

- Construction activities lasting more than one day would exceed existing ambient exterior sound levels by 10 dBA (hourly L_{eq}) or more at a noise-sensitive use;
- Construction activities lasting more than 10 days in a three-month period would exceed existing ambient exterior noise levels by 5 dBA (hourly L_{eq}) or more at a noise-sensitive use; or
- Construction activities of any duration would exceed the ambient noise level by 5 dBA (hourly L_{eq}) at a noise-sensitive use between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, before 8:00 a.m. or after 6:00 p.m. on Saturday, or at any time on Sunday.

Operational Noise Thresholds

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

- Project operations would cause ambient noise levels at off-site locations to increase by 3 dBA CNEL or more to or within "normally unacceptable" or "clearly unacceptable" noise and land use compatibility categories, as defined by the City's General Plan Noise Element (refer to Table 12).

- Project operations would cause any 5 dBA or greater noise increase.⁷

Project Impacts

On-Site Construction Activities

Project construction would generate noise during the estimated 24 months of demolition, excavation/grading, building construction, paving, architectural coatings, and other related construction activities (refer to Table 5). During all construction phases, noise-generating activities would be permitted to occur at the Project Site between the hours of 7:00 A.M. and 9:00 P.M. Monday through Friday, in accordance with Section 41.40(a) of the LAMC. On Saturdays, construction activities would be permitted to occur between 8:00 A.M. and 6:00 P.M.

Noise levels would generally peak during the demolition and grading phases, when diesel-fueled heavy-duty equipment (e.g., excavators, dozers) would be needed to move debris and dirt. This equipment is mobile in nature and 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 would occasionally idle during which time no noise would be generated. Mobile equipment would often operate away from off-site receptors, continuously moving around.

During other phases of construction (e.g., site preparation, building construction, architectural coatings), noise levels would generally be lower, because this phase would be less reliant on heavy equipment with internal combustion engines. Smaller equipment (e.g., forklifts, generators, powered hand tools, pneumatic equipment) would generally be utilized. Off-site secondary noises would be generated by construction worker vehicles, vendor deliveries, and haul trucks.

Because the Project's construction phase would occur for more than three months, the applicable City threshold of significance for the Project's construction noise impacts is an increase of 5 dBA over existing ambient noise levels. As shown on Table 14, when considering ambient noise levels, the use of multiple pieces of powered equipment (i.e., rubber tired dozers and tractor/loader/backhoe) simultaneously would increase ambient noise negligibly. These construction noise levels would not exceed the City's significance threshold of 5 dBA. Therefore, the Project's on-site construction noise impact would be less than significant.

⁷ As a 3 dBA increase represents a barely 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. For instances when the noise level increase would not necessarily result in "normally unacceptable" or "clearly unacceptable" noise/land use compatibility, a readily noticeable 5 dBA increase would still be considered significant. Increases less than 3 dBA are unlikely to result in noticeably louder ambient noise conditions and would therefore be considered less than significant.

Table 14
Estimated Construction Noise Levels at Off-Site Sensitive Receptors

Receptor	Maximum Construction Noise Level (dBA Leq)	Existing Ambient Noise Level (dBA Leq)	New Ambient Noise Level (dBA Leq)	Increase (dBA Leq)	Significant Impact?
Multi-family Residences, 1720 Bronson Avenue	63.5	62.2	65.9	3.7	No
Multi-family Residences, 5919 Carlos Avenue	63.5	67.1	68.7	1.6	No
Hollywood Silvercrest Apartments, 5940 Carlos Avenue	60.3	67.1	67.9	0.8	No
Hallmart Apartments, 1810 Bronson Avenue	55.9	65.7	66.1	0.4	No
Multi-Family Residences, 5855 Carlton Way	47.4	63.7	63.8	0.1	No
Multi-Family Residences, 1661-1671 Bronson Avenue	35.2	63.7	63.7	0.0	No
<i>Source: DKA Planning, 2021. Refer to Appendix C.</i>					

Off-Site Construction Activities

The Project would also generate noise at off-site locations from haul trucks moving debris from the Project Site during demolition and grading activities, respectively; vendor and contractor trips; and worker commute trips. These activities would generate up to an estimated 223 peak-hourly passenger car equivalent (PCE) vehicle trips, as summarized on Table 15. This includes converting noise from heavy-duty truck trips to an equivalent number of passenger vehicle trips.

Table 15
Estimated Hourly Construction Vehicle Trips

Construction Phase	Worker Trips ^a	Vendor Trips	Haul Trips	Total
Demolition	10	0	9 ^b	19
Grading	10	0	213 ^c	223
Building Construction	115	60 ^d	0	175
Architectural Coating	23	0	0	23
^a Assumes all worker trips occur in the peak hour of construction activity. ^b The project would generate 69 haul trips over a 21-day period. Because haul trucks emit more noise than passenger vehicles, a 19.1 passenger car equivalency (PCE) was used to convert haul truck trips to a passenger car equivalent. ^c This phase would generate about 1,715 one-way haul trips over a 22-day period. Assumes a 19.1 PCE. ^d This phase would generate about 22 vendor truck trips daily over a seven-hour work day. Assumes a 19.1 PCE.				
<i>Source: DKA Planning, 2021.</i>				

The greatest number of construction-related trips would occur during the building construction phase, which would generate about 223 peak hourly PCE vehicle trips, assuming all workers travel to the worksite at the same time. This would represent about 12.3 percent of traffic volumes on Hollywood Boulevard (at Bronson Avenue), the likely route for haul trucks accessing the Hollywood Freeway. Hollywood Boulevard carries about 1,808 eastbound/westbound vehicles during the morning peak hour at Bronson Avenue to the south.⁸ Because the Project's construction-related trips would not cause a doubling in traffic volumes on this major arterial, the Project's construction-related traffic would not increase existing noise levels by 3 dBA or more. Therefore, the Project's noise impacts from construction-related traffic would be less than significant.

On-Site Operational Activities

During operation, the Project would produce noise from both on- and off-site sources. As discussed below, the Project would 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 less than significant.

Mechanical Equipment

The Project would house mechanical equipment responsible for operating the residential building that would generate incremental long-term noise. Heating, ventilation, and air conditioning (HVAC) equipment would be located on the building rooftop along the northeast portion of the roof facing the Hollywood Freeway and Bronson Avenue. While this equipment could generate a sound pressure level of up to 81.9 dBA at one foot, the elevation of this noise source and the presence of a roof edge create an effective noise barrier that reduces noise levels from rooftop HVAC units by 8 dBA or more.⁹ This equipment could generate noise levels that average 50 to 65 dBA L_{eq} at 50 feet (81.9 dBA at one foot).¹⁰

Nearby receptors, such as residences west of the Project Site, would be negligibly impacted, as these receptors would be shielded from any line-of-sight for two reasons. First, receptors east of the Project Site across Bronson Avenue are two stories in height, approximately 220 feet lower than the height of the Project's rooftop mechanical equipment. The Hollywood Silvercrest apartments to the west are approximately 100 feet tall, over 120 feet lower than the Project's rooftop equipment. Second, the presence of the Project's roof edge and a 35-foot-high mechanical screen would serve as an effective noise barrier that would reduce noise levels from rooftop HVAC units by 8 dBA or more at lower receptors.

⁸ City of Los Angeles, *Manual Traffic Count Summary*. https://navigatela.lacity.org/dot/traffic_data/manual_counts/BRONSON.N.HOLLYWOOD.180515.MA.N.pdf, 2018 counts adjusted 1% annually to reflect 2021 volumes.

⁹ 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.

¹⁰ *Ibid.*

Other mechanical equipment would be housed within the Project building itself, such as a 285-square-foot generator, 659-square-foot utilities vault, 243-square-foot electrical room, 259-square-foot pump room, and 248-square-foot FCC vault inside Level 1 of the podium garage. Level 2 of the podium parking garage would also include a mechanical room fully integrated into the garage's design. A water tank with a 120,000-gallon capacity would be located within the garage's basement. The noise generated by this equipment would likely not be audible from outside of the Project building.

Auto-Related Activities

Some vehicle-related noise at the Project Site would come from vehicles entering and exiting the building at a mid-block driveways on Bronson Avenue and Carlos Avenue. These garage driveways are close as 100 feet and 90 feet to residences across Bronson and Carlos, respectively. As shown on Table 16, vehicles entering the parking garage would increase ambient noise levels by less than 0.1 dBA L_{eq} , below the 3 dBA threshold that the most sensitive humans can detect changes in noise levels.

Table 16
Estimated Parking-Garage-Related Noise Levels at Off-Site Sensitive Receptors

Receptor	Maximum Noise Level (dBA L_{eq})	Existing Ambient Noise Level (dBA L_{eq})	New Ambient Noise Level (dBA L_{eq})	Increase (dBA L_{eq})	Significant?
Residences, North Side of Carlos Avenue	27.3	67.1	67.1	<0.1	No
Residences, East Side of Bronson Avenue	33.4	62.2	62.2	<0.1	No
Source: DKA Planning, 2021, using FTA Noise Impact Assessment Spreadsheet. Assumes 75 percent of trip generation accessed site on Bronson Avenue, 25% on Carlos Avenue. Assumes average of 7 vehicles during average daytime hours (i.e., 7 A.M. to 7 P.M.) and 3 during nighttime hours (7 P.M. to 7:00 A.M.) on Carlos Avenue and 22 average daytime hourly trips and 8 average nighttime hourly trips on Bronson Avenue based on ITE Trip Generation Manual (10 th Edition) Time of Day Distribution assumptions for Multi-Family Housing (Mid-Rise) land use					

24-hour CNEL noise levels would similarly be negligible, given the low trip generation rates associated with off-peak hours overnight. Parking garage-related noise impacts for other receptors would also be negligible given their more remote locations and/or the lack of a line of sight from the garage. As such, the Project's parking lot activities would have no noticeable effect on the surrounding noise environment.

Outdoor Uses

While most operations would be conducted inside the development, outdoor activities could include human conversation, recreational activities, trash collection, landscape maintenance, and loading and unloading of deliveries. These are discussed below.

- *Human Conversation.* Noise associated with everyday human activities would largely be contained internally within the Project. Noise could include passive activities such

as human conversation and socializing in outdoor spaces, including the following locations:

- Private balconies (Levels 5-23). These small, recessed balconies would generally be private spaces for some tenants on all elevations. Some larger shared balconies are proposed on several floors facing Bronson Avenue outside of interior communal lounges.
- Fitness deck (Level 5). A 4,041-square-foot outdoor deck would be located outside the indoor fitness area facing Carlos Avenue along the western property line.
- Roof-top (Level 24) open space. A 7,368-square-foot outdoor space for passive recreation and dining is planned outside the interior clubroom. This area would be along the northwest corner of the roof.

While there are numerous outdoor spaces that provide opportunities for residents and guests to enjoy passive recreation, any noise impacts on nearby receptors would be negligible. First, any activities would be intermittent activities that would produce negligible impacts from human speech, based 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.¹¹ Second, the roof-top activities would be about 240 feet above grade, about 120 to 220 feet higher than the roofs of sensitive receptors that are over 70 feet away from these locations. As such, there would be no line of sight from rooftop activities to nearby receptors. Third, 35-foot-high mechanical equipment screening would shield residences on the south side of Bronson Avenue from the outdoor patio along the northwest corner of the roof. Finally, the Project Site's proximity to the Hollywood Freeway and the orientation of many of these spaces toward the freeway would ensure no substantial increases in noise from these outdoor spaces.

- *Recreation.* An 809-square-foot outdoor pool and 105-square-foot spa area are proposed along the southern portion of the roof. As with the rooftop open space, the pool would be about 120 to 220 feet higher than the roofs of sensitive receptors that are over 70 feet away from these locations. As such, there would be no line of sight from this wading pool to nearby receptors.
- *Trash Collection.* On-site trash and recyclable materials would be managed inside Level 1 of the parking garage. Trash and recycling trucks would access these facilities from Carlos Avenue or Bronson Avenue. Solid waste activities would include use of trash compactors and hydraulics associated with the refuse trucks themselves. Noise

¹¹ *Acoustical Society of America, Volume 134; Evidence that the Lombard effect is frequency-specific in humans, Stowe and Golob, July 2013.*

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.¹² Some noise would be attenuated by an eight-foot wall along the property line. These activities would be intermittent and would comply with LAMC Section 113.01, which regulates noise from garbage collection and disposal.

- *Landscape Maintenance.* Noise from gas-powered leaf blowers, lawnmowers, and other landscape equipment can generate substantial bursts of noise during regular maintenance. For example, gas-powered leaf blowers and other equipment with two-stroke engines can generate 100 dBA L_{eq} and cause nuisance or potential noise impacts for nearby receptors.¹³ The landscape plan focuses on a modest palette of accent trees and raised planters that would minimize the need for powered landscaping equipment, as some of this can be managed by hand. A landscape buffer toward the rear of the property would include additional groundcover that would result in minimal need for powered equipment. Any intermittent landscape equipment would operate during the day and would represent a negligible impact and ultimately be subject to compliance with LAMC Section 112.05 governing powered equipment and hand tools, and other nuisance regulations.

Off-Site Operational Noise

The majority of the Project's operational noise would be from the Project's traffic. However, as stated previously, the Project would generate approximately 491 daily trips. The majority of the Project's operational noise impacts would be from off-site vehicle travel to and from the Project Site. This would likely result in minor increases in traffic volumes on Hollywood Boulevard and local streets during peak and off-peak hours, which carries up to 1,808 eastbound/westbound vehicles in the morning peak hour. Because it takes a doubling of traffic volumes to increase ambient noise levels by 3 dBA L_{eq} , the Project's reduction in traffic would neither increase ambient noise levels 3 dBA or more into "normally unacceptable" or "clearly unacceptable" noise/land use compatibility categories, nor increase ambient noise levels 5 dBA or more. Twenty-four hour CNEL impacts would similarly be minimal, far below the City's criterion for significant operational noise impacts, which begin at 3 dBA. Therefore, the Project's traffic-related noise impact would be less than significant.

¹² RK Engineering Group, Inc. *Wal-Mart/Sam's Club reference noise level*, 2003.

¹³ Erica Walker et al, *Harvard School of Public Health; Characteristics of Lawn and Garden Equipment Sound*; 2017

AIR QUALITY

The analysis below is based primarily on air quality modeling conducted by DKA Planning, dated May 30, 2021 (refer to Appendix 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. Generally speaking, sensitive land uses, or sensitive receptors, are those where sensitive individuals are most likely to spend time. Individuals most susceptible to poor air quality include children, the elderly, athletes, and those with cardiovascular and chronic respiratory diseases. As a result, sensitive receptors to air quality may include schools (i.e., elementary schools or high schools), child care centers, parks and playgrounds, long-term health care facilities, rehabilitation facilities, convalescent facilities, retirement facilities, residences, and athletic facilities. Sensitive receptors in the vicinity of the Project Site include, but are not limited to, the following:

- Multi-family residences, 1720 North Bronson Avenue; 70 feet east of the Project Site
- Multi-family residences, 5919 Carlos Avenue; 80 feet north of the Project Site
- Hollywood Silvercrest Apartments, 5940 Carlos Avenue; 170 feet west of the Project Site
- Hallmart Apartments, 1810 North Bronson Avenue; 350 feet north of the Project Site
- Multi-family residences, 5855 Carlton Way; 380 feet south of the Project Site
- Multi-family residences, 1661-1671 North Bronson Avenue; 390 feet south of the Project Site

Other sensitive land uses are located at greater distances from the Project Site and would experience lesser impacts.

Project Construction Emissions Impacts

Construction of the Project is anticipated to take approximately 24 months. During this time, a variety of diesel powered vehicles and equipment would be operated on-site. Demolition and grading for the Project would require vehicles such as excavators, bulldozers, loaders, and other heavy equipment. The building construction phase would require vehicles such as forklifts, skid steer loaders, and a crane. Table 5 summarizes the estimated construction schedule that was used to model the Project's air quality impacts.

The Project's daily regional and local emissions from construction, as estimated using SCAQMD's CalEEMod 2016.3.2 model, are shown on Table 17. The thresholds of significance for each air pollutant are also shown for comparison. As shown, the Project's regional construction emissions would not exceed SCAQMD regional significance thresholds for VOC, NO_x, CO, SO_x, PM₁₀, or PM_{2.5}. Local emissions also would not exceed SCAQMD LSTs for NO_x, CO, PM₁₀, or PM_{2.5}. As a result, the Project's construction-related emissions impacts on regional and localized air quality would be less than significant.

Table 17
Estimated Regional and Localized Construction Emissions

Construction Year	Emissions in lbs per day					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
2022	2	33	15	<1	2	1
2023	1	8	12	<1	1	1
2024	8	9	14	<1	1	1
Maximum Regional Emissions	8	33	15	<1	2	1
Regional Daily Threshold	75	100	550	150	150	55
Exceed Threshold?	No	No	No	No	No	No
Maximum Localized Emissions	7	6	7	<1	1	<1
Localized Significance Threshold	-	74	680	-	5	3
Exceed Threshold?	-	No	No	-	No	No
<p><i>Note: The construction dates shown on Table 5 used for the modeling of air quality emissions in the CalEEMod software. If construction activities commence later than what is assumed, emissions would be lower because of the increased penetration of newer equipment with lower certified emission levels. The emissions shown on this table assume implementation of SCAQMD Rule 403 (Fugitive Dust Emissions).</i></p> <p><i>Source: DKA Planning, 2021 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. Modeling documentation included in Appendix D.</i></p>						

Operational Emissions

Emissions associated with the Project's operations were also calculated using CalEEMod 2016.3.2. As shown on Table 18, development of the Project would not generate pollutant emissions would in excess of SCAQMD's regional significance thresholds for VOC, NO_x, CO, PM₁₀, and PM_{2.5}, nor would the emissions exceed SCAQMD LSTs for NO_x, CO, PM₁₀, or PM_{2.5}. As a result, the Project's operations-related emissions impacts on regional and localized air quality would be less than significant.

WATER QUALITY

During the Project's construction and operational phases, in accordance with the City's Low Impact Development (LID) Ordinance, the Project Applicant would be required to incorporate appropriate stormwater pollution control measures into the design plans and submit these plans to the City's Department of Public Works, Bureau of Sanitation, Watershed Protection Division (WPD) for review and approval. Upon satisfaction that all stormwater requirements have been met, WPD staff would stamp the plan approved. Through compliance with the City's LID Ordinance, the Project would satisfy the City's water quality standards. Therefore, no significant Project impacts related to operational water quality would occur.

Table 18
Estimated Regional and Localized Daily Operational Emissions

Emissions Source	Emissions in lbs per day					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area	6	2	11	<1	<1	<1
Energy	<1	<1	<1	<1	<1	<1
Mobile	1	3	7	<1	2	1
Regional Emissions	6	5	18	<1	2	1
Regional Significance Thresholds	55	55	550	150	150	55
Exceed Threshold?	No	No	No	No	No	No
Localized Emissions	6	2	11	<1	<1	<1
Localized Significance Thresholds ¹	-	64	680	-	1	1
Exceed Threshold?	-	No	No	-	No	No
¹ Localized significance thresholds assumes a 1-acre lot size and a 25-meter (82-foot) receptor distance in the Central LA SRA. Source: DKA Planning, 2021. Refer to Appendix D.						

Discussion of Section 15332(e)

As discussed below, the Project can be adequately served by all required utilities and public services.

PUBLIC SERVICES

Fire Protection

The Project includes development of the site with an approximately 229,015-square-foot residential building, with 128 dwelling units, adding a residential population to the Project Site that could result in an increased need for fire protection services at the Project Site. The factors that the Los Angeles Fire Department (LAFD) considers in determining whether fire protection services for a project is adequate include whether the project: (1) is within the maximum response distance for the land uses proposed; (2) complies with emergency access requirements; (3) complies with fire-flow requirements; and (4) complies with fire hydrant placement. Pursuant to LAMC Section 57.09.07, the maximum response distance between a high-density residential/commercial neighborhood land use and a LAFD station that houses an engine or truck company is 1.5 miles. If this distance is exceeded, all structures shall be constructed with automatic fire sprinkler systems. The Project Site is served by several fire stations, as shown on Table 19. The fire station closest to the Project Site is Fire Station 82, which is 1.0 miles away. Regardless, the Project would be constructed with automatic fire sprinkler systems pursuant to LAMC Section 57.09.07.

Table 19
Fire Stations Serving the Project Site

No.	Address	Distance from Project Site
82	5769 Hollywood Boulevard	1.0 miles
27	1327 Cole Avenue	1.4 miles
Source: LAFD, http://www.lafd.org/fire-stations/find-your-station , 2021.		

All ingress/egress associated with the Project would be designed and constructed in conformance to all applicable City Building and Safety Department and LAFD standards and requirements for design and construction. Therefore, the Project would not result in impacts related to emergency access. The required fire flow for the Project would be confirmed in consultation with the LAFD during the plan check approval process. Therefore, no significant Project impacts related to fire protection services would occur.

Police Protection

The Project includes development of the site with an approximately 229,015-square-foot residential building, with 128 dwelling units, adding a residential population to the Project Site that could result in an increased need for police protection services at the Project Site. However, in accordance with the City's regulations, the Project developer would be required to refer to "Design Out Crime Guidelines: Crime Prevention Through Environmental Design," published by the Los Angeles Police Department (LAPD). Contact the Community Relations Division, located at 100 W. 1st Street, #250, Los Angeles, CA 90012; (213) 486-6000. The Project would include standard security measures such as adequate security lighting, controlled residential access, and secure parking facilities. Through compliance with LAPD requirements, no significant Project impacts related to police protection services would occur.

Schools

The Project includes development of the site with an approximately 229,015-square-foot residential building, with 128 dwelling units, adding a residential population to the Project Site and potentially increasing demand for school services. Pursuant to the California Government Code Section 65995/California Education Code Section 17620, mandatory payment of the school fees established by the LAUSD in accordance with existing rules and regulations regarding the calculation and payment of such fees would, by law, fully address any potential direct and indirect impacts to schools as a result of the Project. Therefore, no significant Project impacts to school services would occur.

Parks

The Project includes development of the site with an approximately 229,015-square-foot residential building, with 128 dwelling units, adding a residential population to the Project Site that could increase the demand on existing parks in the area. The Project would include 17,778 square feet of usable open space for the exclusive use of Project residents and guests that would alleviate potential increases in demand for parks. Additionally, pursuant to Ordinance 184,505 (Parks

Dedication and Fee Update), for the market-rate dwelling units, the Project Applicant would be required to pay an in-lieu fee to the City for the purpose of developing park and recreational facilities. Therefore, no significant Project impacts related to parks and recreational facilities would occur.

Other Public Facilities

The Project development of the site with an approximately 229,015-square-foot residential building, with 128 dwelling units, adding a residential population to the Project Site that could increase the demand for library services. Libraries in the vicinity of the Project Site include the following:

- Frances Howard Goldwyn-Hollywood Regional Branch Library
- Will & Ariel Durant Branch Library
- Louis B. Mayer Library
- Cahuenga Branch Library
- John C. Fremont Branch Library

Although the Project could increase the demand for library services in the Project Site area, because the area is well served by several existing libraries, the Project would not cause the need for new or altered library facilities, the construction of which could result in significant environmental impacts. These existing libraries are expected to adequately serve the needs of future occupants of the Project. As stated in the 2015-2020 Strategic Plan, LAPL is committed to increasing the number of people who use library services and the number of library cardholders. Because the Project is consistent with the allowable density and uses allowed under the current zoning and General Plan designations, the Project would not substantially increase demands upon library services, as compared to the use projections in the LAPL's 2015-2020 Strategic Plan. Therefore, no significant Project impacts related to library facilities would occur.

UTILITIES AND SERVICE SYSTEMS

Wastewater

The Project Site is located within the service area of the Hyperion Treatment Plant (HTP), which has been designed to treat a maximum dry-weather daily flow of 450 million gallons per day (mgd) and a peak wet-weather flow of 800 mgd.¹⁴ Full secondary treatment prevents virtually all particles suspended in effluent from being discharged into the Pacific Ocean and is consistent with the Los Angeles Regional Water Quality Control Board's (LARWQCB) discharge policies for the Santa

¹⁴ City of Los Angeles Department of Sanitation, https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-cw/s-lsh-wwd-cw-p/s-lsh-wwd-cw-p-hwarp.jsessionid=eZqfxN9kH7JNCMKvC8S0n8GklyH7VwNMZ03aN9oSSgGtF5ixQkRV!2143003606!2064592652?_afLoop=11698142585277113&_afWindowMode=0&_afWindowId=null&_adf.ctrl-state=1dl2da31dl_1#!%40%40%3F_afWindowId%3Dnull%26_afLoop%3D11698142585277113%26_afWindowMode%3D0%26_adf.ctrl-state%3D1dl2da31dl_5, accessed May 2021.

Monica Bay. The HTP currently treats an average daily flow of approximately 275 mgd. Thus, there is an available capacity of no less than approximately 175 mgd available capacity. The Project would generate an increase of approximately 24,040 gallons of wastewater per day (or 0.02 mgd) (refer to Table 20). It should be noted that this amount does not take into account the net decrease associated with the effectiveness of water conservation measures required in accordance with the City's Green Building Code, which would likely reduce the Project's water consumption (and wastewater generation) shown on Table 20. With a remaining daily capacity of 175 mgd, the HTP would have adequate capacity to serve the Project. Therefore, no significant Project impacts related to wastewater treatment would occur.

Table 20
Estimated Wastewater Generation and Water Consumption¹

Land Use	Size	Water Consumption Rate ²	Total (gallons/day)
<u>Residential</u>			
1-bedroom du	38 du	110 gpd/du	4,180
2-bedroom du	37 du	150 gpd/du	5,550
5-bedroom du	53 du	270 gpd/du	14,310
Net Total			24,040
du = dwelling unit gpd = gallons per day			
¹ Conservatively assumes that all water converts to wastewater.			
² Source: City of Los Angeles Bureau of Sanitation, Sewer Generation Rates, April 6, 2012.			

Pursuant to City policy, the Bureau of Sanitation would check the gauging of the sewer lines and make the appropriate decisions on how best to connect to the local sewer lines at the time of construction. A final approval for sewer capacity and connection permit would be made at the time of construction. Therefore, no significant Project impacts related to local sewer infrastructure would occur.

Water

The Los Angeles Department of Water and Power (LADWP) provides water service to the Project Site. LADWP's water supply sources include the Los Angeles Aqueduct (LAA), local groundwater, the SWP (supplied by the Metropolitan Water District [MWD]), the Colorado River Aqueduct (also supplied by MWD), and recycled water.

The California Urban Water Management Planning Act of 1984 requires every municipal water supplier who serves more than 3,000 customers or provides more than 3,000 acre-feet per year (AFY) of water to prepare an Urban Water Management Plan (UWMP) every five years to identify short-term and long-term water resources management measures to meet growing water demands during normal, single-dry, and multiple-dry years. In the UWMP, the water supplier must describe the water supply projects and programs that may be undertaken to meet the total water use of the service area. The UWMP that is applicable to the Project is LADWP's 2020 UWMP. The 2020 UWMP provides historical and forecasted water demands for the City. Total water demand varies annually and is contingent on various factors including: population growth,

weather, water conservation, drought, and economically activity. Table 21 shows a breakdown of historical water demand for the LADWP service area. Table 22 provides LADWP's projected water demand from 2025 to 2045 for average year, single dry year, and multi dry year hydrological conditions. Demographic projections were provided for the LADWP service area by the Metropolitan Water District (MWD), who received the data from SCAG. SCAG applied its 2020 Regional Transportation Plan demographic data to water service areas for MWD's member agencies. These data were used for water demand projections in LADWP's 2020 UWMP. The Project's uses and density are allowed under the existing zoning and land use designation for the Project Site and as such, the residential population associated with the Project was accounted for in the 2020 UWMP. Service area population is expected to continue to grow over the next 25 years at a rate of 0.7 percent annually.¹⁵

Based on its 2020 UWMP, LADWP has supply capabilities that would be sufficient to meet expected demands from 2025 through 2045 under single dry-year and multiple dry-year hydrologic conditions.

As shown on Table 20, the Project would consume an increase of approximately 24,040 gallons of water per day. According to the Los Angeles Department of Water and Power (LADWP), any project that is consistent with the City's General Plan, the projected water demand associated with that project is considered to be accounted for in the most recently adopted Urban Water Management Plan (UWMP), which is prepared by the LADWP to ensure that existing and projected water demand within its service area can be accommodated.¹⁶ As discussed previously, the Project is consistent with the City's General Plan land use designation for the Project Site. Additionally, the Project Applicant would be required to comply with the water efficiency standards outlined in Los Angeles City Ordinance No. 180822 and in the Los Angeles Green Building Code (LAGBC) to minimize water usage. Further, prior to issuance of a building permit, the Project Applicant would be required to consult with LADWP to determine Project-specific water supply service needs and all water conservation measures that shall be incorporated into the Project. As such, the Project would not require new or additional water supply or entitlements. Therefore, no significant Project impacts related to water supply would occur.

¹⁵ 2020 Urban Water Management Plan, LADWP, p. 1-5.

¹⁶ Los Angeles Department of Water and Power, Amir Tabakh, correspondence, February 11, 2015.

Table 21
Breakdown of Historical Water Demand for LADWP's Service Area

Fiscal Year Ending Average	Single Family		Multi-Family		Commercial		Industrial		Government		Non-Revenue		Total
	AF	%	AF	%	AF	%	AF	%	AF	%	AF	%	AF
2016-2020	170,660	35%	141,088	28%	88,680	18%	14,938	3%	39,628	8%	40,690	8%	495,685
2011-2015	206,652	37%	161,592	29%	96,832	18%	17,855	3%	43,573	8%	26,139	6%	552,768
2006-2010	236,154	38%	180,277	29%	106,964	17%	23,196	4%	42,956	7%	30,617	5%	620,165
2001-2005	239,754	37%	190,646	29%	109,685	17%	21,931	3%	41,888	6%	52,724	8%	656,628
1996-2000	222,748	36%	191,819	31%	111,051	18%	23,560	4%	39,421	6%	33,696	5%	622,295
1991-1995	197,322	34%	177,104	30%	110,724	19%	21,313	4%	38,426	7%	39,364	7%	584,253
30-Year Average	212,215	36%	173,755	30%	103,990	18%	20,465	3%	40,982	7%	37,205	6%	588,611
AF = Acre Feet													
Source: 2020 Urban Water Management Plan, LADWP.													

Table 22
Service Area Reliability Assessment (AFY)

Hydrological Conditions ¹	Years				
	2025	2030	2035	2040	2045
Average Year	642,600	660,200	678,800	697,800	710,500
Single Dry Year	674,700	693,200	712,700	732,700	746,000
Multi-Dry Year (Year 1)	657,900	675,800	694,900	714,400	727,400
Multi-Dry Year (Year 2)	661,700	679,700	698,900	718,500	731,500
Multi-Dry Year (Year 3)	674,400	693,200	712,800	732,700	746,000
Multi-Dry Year (Year 4)	661,600	679,600	698,900	718,400	731,500
Multi-Dry Year (Year 5)	655,700	673,600	692,600	712,000	724,900
AFY = acre-feet per year					
Source: 2020 UWMP, LADWP, Exhibits 11E, 11F, and 11G.					

Solid Waste

The landfills that serve the City and the capacity of these landfills are shown on Table 23. As shown, the landfills have an approximate available daily intake of 18,366 tons. The Project would generate a net increase of approximately 0.26 tons of solid waste per day.¹⁷ This total is a conservative and does not account for the net decrease associated with the previous use and the effectiveness of recycling efforts, which the Project would be required by the City to implement. With a remaining daily intake capacity of approximately 18,366 tons of solid waste per day, the landfills serving the City could accommodate the Project's approximately net increase of 0.26 tons of solid waste per day.

Table 23
Landfill Capacity

Landfill Facility	Estimated Remaining Life (years)	Estimated Remaining Disposal Capacity (million tons)	Permitted Intake (tons/day)	Daily Disposal (tons/day)	Available Daily Intake (tons/day)
Sunshine Canyon	18	69.7	12,100	6,387	5,713
Chiquita Canyon	28	56.9	12,000	5,525	6,475
Antelope Valley	18	10.9	3,600	2,113	1,487
Lancaster	22	9.9	3,000	363	3,137
Calabasas	8	4.3	3,500	1,946	1,554
Total					18,366
<i>Source: County of Los Angeles, Countywide Integrated Waste Management Plan, 2019 Annual Report, September 2020.</i>					

The Project's solid waste would be handled by private waste collection services. Pursuant to Section 66.32 of the LAMC, the Project's solid waste contractor must obtain, in addition to all other required permits, an Assembly Bill 939 (AB 939) Compliance Permit from the Los Angeles Bureau of Sanitation (LASAN). The Project would be required to comply with LAMC Section 12.21 A.19, which requires new development to provide an adequate recycling area or room for collecting and loading recyclable materials. Additionally, the Project would be required to comply with CALGreen Code waste reduction measures for the operation of the Project. Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material. These bins shall be emptied and recycled accordingly as a part of the Project's regular solid waste disposal program. For these reasons, the Project would not generate solid waste in excess of State or local standards or in excess of the capacity of local infrastructure, and would not otherwise impair the attainment of solid waste reduction goals. Therefore, no significant Project impacts related to solid waste would occur.

¹⁷ 128 units x 4 lbs of solid waste/day = 512 lbs/2,000 lbs = 0.256 lbs/day, rounded up to 0.26 lbs/day.

Categorical Exemption Exceptions

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

15300.2. Exceptions

- (a) *Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located -- a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.*
- (b) *Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.*
- (c) *Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.*
- (d) *Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.*
- (e) *Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.*
- (f) *Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.*

Discussion of Exceptions

Section 15300.2 (a) - Location:

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

Section 15300.2(b) - Cumulative Impacts

The cumulative impact analysis considers the potential impacts associated with implementation of the Project in conjunction with other “related projects” in the vicinity of the Project Site that could be developed within the same timeframe as the Project. There are 20 related projects in the vicinity of the Project Site (refer to Table 4 of the Transportation Assessment included as Appendix B). The source of this list is LADOT. As discussed below, the Project would not contribute to any significant cumulative impacts resulting from successive projects of the same type in the same place over time, and this Exception does not apply.

Air Quality

The SCAQMD recommends that any construction-related emissions and operational emissions from individual development projects that exceed the project-specific mass daily emissions thresholds identified above also be considered cumulatively considerable.¹⁸ Individual projects that generate emissions not in excess of SCAQMD’s significance thresholds would not contribute considerably to any potential cumulative impact. The SCAQMD neither recommends quantified analyses of the emissions generated by a set of cumulative development projects nor provides thresholds of significance to be used to assess the impacts associated with these emissions. As discussed previously, the Project would not produce VOC, NO_x, CO, SO_x, PM_{2.5}, and PM₁₀ emissions in excess of SCAQMD’s significance thresholds. Therefore, the cumulative air quality impact of successive projects of the same type in the same place over time would not be significant.

Water Quality

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

¹⁸ *White Paper on Regulatory Options for Addressing Cumulative Impacts from Air Pollution Emissions, SCAQMD Board Meeting, September 5, 2003, Agenda No. 29, Appendix D, p. D-3.*

Noise

Construction

Based on the Transportation Assessment prepared for Project, there are 20 related projects in the area that could be built and become operational on a schedule similar to the Project (refer to Table 4 in the Transportation Assessment included as Appendix B). Of these, only one is located within 1,000 feet of the Project Site.¹⁹ This related project is the potential 38-acre Hollywood Central Park facility that could be built in the airspace above the Hollywood Freeway. While it is likely that this related project would begin construction after the Project is operational in 2024, this analysis reflects a conservative scenario where both projects are built concurrently.

Given the proximity of the Hollywood Freeway, any concurrent construction of a park above the airspace over the freeway would be within 100 feet of the Project and could impact shared sensitive receptors that would have a direct line of sight to both locations. This would include the residences on the north side of Carlos Avenue and the east side of Bronson Avenue across from the Project Site.

As with the Project, this related project would be required to comply with the LAMC's restrictions, including construction hours and noise from powered equipment.

Estimated cumulative construction noise levels are shown on Table 24. As shown, these noise levels would not exceed the City's significance threshold of 5 dBA for construction noise. Therefore, cumulative construction noise impacts would not be significant.

Table 24
Estimated Cumulative Construction Noise Levels at Off-Site Sensitive Receptors

Receptor	Maximum Construction Noise Level (dBA Leq)	Existing Ambient Noise Level (dBA Leq)	New Ambient Noise Level (dBA Leq)	Increase (dBA Leq)	Significant Impact?
Multi-family Residences, 1720 Bronson Avenue	63.6	62.2	66.0	3.8	No
Multi-family Residences, 5919 Carlos Avenue	63.6	67.1	68.7	1.6	No
Hollywood Silvercrest Apartments, 5940 Carlos Avenue	60.4	67.1	67.9	0.8	No
Hallmart Apartments, 1810 Bronson Avenue	57.2	65.7	66.3	0.6	No
Multi-Family Residences, 5855 Carlton Way	47.9	63.7	63.8	0.1	No
Multi-Family Residences, 1661-1671 Bronson Avenue	37.9	63.7	63.7	0.0	No
Source: DKA Planning, 2021. Refer to Appendix C.					

¹⁹ Gibson Transportation Consulting, Inc., *Transportation Study Assessment for the Hollywood/Bronson Residential Tower Project*, May 2021.

Operation

As stated previously, only one of the related projects is located within 1,000 feet of the Project Site – Related Project No.1 (Hollywood Central Park). The site of this related project is located approximately 500 feet northwest of the Project Site. Given the distance of this related project, intervening development that attenuates noise, and the low noise operational noise levels associated with the Project, the related project in combination with the Project would not generate operational noise levels that would result in a noticeable increase in ambient noise levels (i.e., 3 dBA). Therefore, cumulative operational noise levels would be less than significant.

Traffic

Threshold T-1

In addition to potential Project-specific impacts, the TAG requires that the Project be reviewed in combination with nearby Related Projects to determine if there may be a cumulatively significant impact resulting from inconsistency with a particular program, plan, policy, or ordinance. In accordance with the TAG, the cumulative analysis must include consideration of any Related Projects within 0.50 miles of the Project Site and any transportation system improvements in the vicinity. Related Projects located within 0.50 miles of the Project site are identified on Table 4 in the Transportation Assessment included as Appendix B.

Similar to the Project, the Related Projects would be individually responsible for complying with relevant plans, programs, ordinances, or policies addressing the circulation system. Thus, the Project, together with the Related Projects, would not result in cumulative impacts with respect to consistency with each of the plans, ordinances, or policies reviewed. The Project and the Related Projects would not interfere with any of the general policy recommendations and/or pilot proposals. Therefore, no significant cumulative impacts related to this threshold would occur.

Threshold T-2.1

Cumulative effects of development projects are determined based on the consistency with the air quality and GHG emissions reduction goals of the RTP/SCS in terms of development location, density, and intensity. The RTP/SCS presents a long-term vision for the region's transportation system through Year 2045 and balances the region's future mobility and housing needs with economic, environmental, and public health goals.

As detailed in the TAG, for projects that do not demonstrate a project impact by applying an efficiency-based impact threshold (i.e., household VMT per capita or work VMT per employee) in the project impact analysis, a less than significant impact conclusion is sufficient in demonstrating there is no cumulative VMT impact, as those projects are already shown to align with the long-term VMT and GHG emissions reduction goals of the RTP/SCS.

As discussed previously, the Project would not result in a significant VMT impact. Further, the Project would be designed to further reduce single-occupancy trips to the Project Site through

various TDM strategies that would be incorporated as part of the Project design, including unbundled parking and provision of LAMC-required bicycle parking. Furthermore, the Project Site is well-served by various local bus lines and would contribute to the productivity and use of the regional transportation system. The Project would both provide housing near transit and encourage active transportation by providing new bicycle parking infrastructure, in line with RTP/SCS goals. Thus, the Project would encourage a variety of transportation options and would be consistent with the RTP/SCS goal of maximizing mobility and accessibility in the region. Therefore, the Project would not contribute to any potentially significant cumulative impact under this threshold

Threshold T-2.2

The TAG requires that the Project be reviewed in combination with Related Projects with access points along the same block as the Project to determine if there may be a cumulatively significant impact. None of the Related Projects on Table 4 in the Transportation Assessment included as Appendix B are located along the same block as the Project. Therefore, no significant cumulative impacts related to a substantial increase hazards due to geometric design features, including safety, operational, or capacity would occur.

Public Services

Fire Protection

Implementation of the Project and the related projects could result in a net increase in the number of residents in the area and would likely cumulatively increase demand for fire protection services. Cumulative development requires the LAFD to continually evaluate the need for new or physically altered facilities in order to maintain adequate service ratios. As with the proposed Project, the related projects would be subject to the Fire Code and other applicable regulations of the LAMC including, but not limited to, automatic fire sprinkler systems for high-density buildings and/or residential projects located farther than 1.5 miles from the nearest LAFD Engine or Truck Company to compensate for additional response time, and other recommendations made by the LAFD to ensure fire protection safety. Compliance with the applicable regulatory measures would ensure that LAFD would be able to provide adequate facilities to accommodate future growth and maintain acceptable levels of service. Furthermore, the increased demands for additional LAFD staffing, equipment, and facilities would be funded via existing mechanisms (e.g., property taxes and government funding) to which the Project and related projects would contribute. Additionally, any subsequent developments would be required to perform the same level of fire protection impact analysis as the Project, and any impacts would be mitigated as necessary/appropriate. Therefore, the cumulative impact to fire protection from successive projects of the same type in the same place over time would not be significant.

Police Protection

Implementation of the Project and the related projects could result in a net increase in the number of residents in the area and would likely cumulatively increase the demand for police protection services. Cumulative development requires the LAPD to continually evaluate the need for new or physically altered facilities in order to maintain adequate service ratios. As with the proposed

Project, the related projects would be subject to the review and oversight of the LAPD related to crime prevention features, and other applicable regulations of the LAMC. The review process would ensure the ability of the LAPD to provide adequate facilities to accommodate future growth and maintain acceptable levels of service. Furthermore, the increased demands for additional LAPD staffing, equipment, and facilities would be funded via existing mechanisms (e.g., property taxes and government funding) to which the Project and related projects would contribute. Additionally, any subsequent developments would be required to perform the same level of police protection impact analysis as the Project, and any impacts would be mitigated as necessary/appropriate. Therefore, the cumulative impact to police protection from successive projects of the same type in the same place over time would not be significant.

Schools

Implementation of the Project and the related projects could result in a net increase in the number of residents in the area and could increase the need for school services. Similar to the Project Applicant, the applicants of all the related projects would be required to pay the state mandated applicable school fees to the LAUSD to ensure that no significant impacts to school services would occur. Therefore, the cumulative impact to schools from successive projects of the same type in the same place over time would not be significant.

Parks

The Project and the related projects could cumulatively increase demand for parks and recreational services. However, as with the Project, the applicants of residential projects would be subject to the City's Park and Recreation Ordinance and must comply with LAMC open space requirements, ensuring that any potential impacts to parks and recreational facilities would be less than significant. Any subsequent developments would be required to perform the same level of parks and recreational impact analysis as the Project, and any impacts would be mitigated as necessary/appropriate. Therefore, the cumulative impact to parks from successive projects of the same type in the same place over time would not be significant.

Other Public Facilities

Implementation of the residential related projects in concert with the Project could result in a net increase in the number of residents in the Project Site area and could further increase the demand for library services. However, the Project Site area is well served by several existing libraries, and cumulative development would not cause the need for new or altered library facilities, the construction of which could result in significant environmental impacts. Therefore, cumulative impacts related to library services would be less than significant. Therefore, the cumulative impact to library services from successive projects of the same type in the same place over time would not be significant.

Utilities

Wastewater

Implementation of the related project in concert with the Project could increase the need for wastewater treatment. Table 25 shows that the cumulative development in the Project Site area could result in the need to treat approximately 872,931 gallons of water per day (or 0.87 mgd per day). It should be noted that this amount does not take into account the net decrease in wastewater generation (and water consumption) that would occur as a result of removal of existing uses for the related project or the effectiveness of water conservation measures required in accordance with the City's Green Building Code, both of which would likely substantially reduce the cumulative water consumption and wastewater generation shown on Table 23. With a remaining treatment capacity of approximately 175 mgd, the HTP would have adequate capacity to accommodate the wastewater treatment requirements of cumulative development. No new or upgraded treatment facilities would be required. Therefore, the cumulative wastewater impacts related to water treatment would be less than significant.

Table 25
Estimated Cumulative Water Consumption and Wastewater Generation¹

Land Uses	Size	Water Consumption/ Wastewater Generation Rate ²	Total (gpd)
Hollywood Central Park	38 acres	NA	30,015 ³
Multi-Family Residential	2,731 du	160 gpd/du	436,960
Commercial/Retail	75,306 sf	0.08 gpd/sf	6,024
Restaurant	57,553	0.3 gpd/sf	17,266
Office	1,780,069 sf	0.15 gpd/sf	267,010
Supermarket	26,000 sf	0.08 gpd/sf	2,080
Hotel	552 rooms	130 gpd/room	71,760
Sound Stage	222,200 sf	0.08 gpd/day	17,776
Total Related Projects			848,891
Plus Project			24,040
Total			872,931
gpd = gallons per day du = dwelling unit sf = square feet			
¹ Assumes wastewater generation equals water consumption.			
² Source: City of Los Angeles Bureau of Sanitation, Sewer Generation Rates Table, March 20, 2002. This rate does not assume the effectiveness of any current water conservation measures that are required in the City.			
³ Source: Crossroads Hollywood EIR, page IV.M.1-45, May 2017.			

Water

Implementation of the related projects could increase the need for water supply in the City. Table 25 shows that the cumulative development in the Project Site area could result in the need to treat approximately 872,931 gallons of water per day (or 0.87 mgd per day). It should be noted that this amount does not take into account the net decrease in water consumption (and wastewater generation) that would occur as a result of removal of existing uses for the related project or the effectiveness of water conservation measures required in accordance with the City's Green

Building Code, both of which would likely substantially reduce the cumulative water consumption (and wastewater generation) shown on Table 23.

LADWP (through its UWMP) anticipates that its projected water supplies will meet demand through the year 2040. In terms of the City's overall water supply condition, any related project that is consistent with the City's General Plan has been taken into account in the planned growth of the water system. In addition, any related project that conforms to the demographic projections from SCAG's 2020-2045 RTP/SCS and is located in the service area is considered to have been included in LADWP's water supply planning efforts so that projected water supplies would meet projected demands. Similar to the Project, each related project would be required to comply with City and State water code and conservation programs for both water supply and infrastructure.

Related projects that propose changing the zoning or other characteristics beyond what is within the General Plan would be required to evaluate the change under CEQA review process. The CEQA analysis would compare the existing to the proposed uses and the ability of LADWP supplies and infrastructure to provide a sufficient level of water service. Future development projects within the service area of the LADWP would be subject to the water conservation measures outlined in the City's Green Building Code, which would partially offset the cumulative demand for water. LADWP undertakes expansion or modification of water service infrastructure to serve future growth in the City as required in the normal process of providing water service. For these reasons, cumulative impacts related to water supply would be less than significant.

Solid Waste

As shown on Table 26, implementation of the Project in conjunction with the related project would result in an estimated solid waste generation of approximately 12.73 tons per day. It should be noted that this amount does not take into account the net decrease in solid waste generation that would occur as a result of removal of existing uses or the effectiveness of recycling measures required in accordance with existing City's recycling regulations, both of which would likely substantially reduce the cumulative solid waste generation. With a remaining daily capacity of approximately 18,366 tons of solid waste per day, the landfills serving the Project and related project would have adequate capacity to accommodate cumulative solid waste generation. Additionally, all development in the City is required to comply with City and state recycling regulations. Therefore, cumulative impacts related to solid waste generation would be less than significant.

Table 26
Estimated Cumulative Solid Waste Generation

Land Uses	Size	Solid Waste Generation Rate¹	Total (tpd)
Hollywood Central Park	76,500 sf	0.005 lbs/day/sf	0.19
Multi-Family Residential	2,731 du	4 lbs/day/du	5.5
Commercial/Retail	75,306 sf	0.005 lbs/day/sf	0.18
Restaurant	57,553	0.005 lbs/day/sf	0.14
Office	1,780,069 sf	0.006 lbs/day/sf	5.3
Supermarket	26,000 sf	0.005 lbs/day/sf	0.06
Hotel	552 rooms	2 lbs/day/room	0.55
Sound Stage	222,200 sf	0.005 gpd/day	0.55
Total Related Projects			12.47
<i>Plus Project</i>			<i>0.26</i>
Total			12.73
<i>tpd = tons per day du = dwelling unit sf = square feet</i>			
¹ <i>City of Los Angeles Bureau of Sanitation, "Solid Waste Generation," 1981.</i>			

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

There are no unusual circumstances related to implementation of the Project or with the Project Site, which is mostly flat. The Project includes infill development of a site located in Hollywood, a highly urbanized portion of the City. The proposed uses are allowed under the existing zoning and land use designation for the Project Site. Additionally, the Project Site is not located in a designated “environmentally sensitive area.” While no unusual circumstances exist, as described above, there is also not a reasonable possibility that any significant effects could result from development of the Project. Specifically, no significant impacts related to traffic, noise, air quality, water quality, public services, and/or utilities would occur as a result of the Project. Therefore, this Exception does not apply to the Project.

Section 15300.2(d) – Scenic Highways

The Project Site is not visible from any scenic highway. Therefore, this Exception does not apply to the Project.

Section 15300.2(e) – Hazardous Waste Sites

The Project Site is not included on any list compiled pursuant to Government Code Section 65962.5.²⁰ Thus, the Project would not create a hazard to the public or the environment as a result of being listed on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, this Exception does not apply to the Project.

²⁰ Department of Toxic Substances Control, <https://www.envirostor.dtsc.ca.gov/public/map/?myaddress>, accessed May 2021.

Section 15300.2(f) – Historic Resources

The analysis below is based on the Historic Resources Memo prepared by ESA, dated January 5, 2022, included as Appendix E. As discussed in detail, the Project would not cause a substantial adverse change in the significance of a historical resource.

Regulatory Setting

Numerous laws and regulations require federal, state, and local agencies to consider the effects a project may have on cultural resources. These laws and regulations stipulate a process for compliance, define the responsibilities of the various agencies proposing the action, and prescribe the relationship among other involved agencies.

Historical Architectural and Archaeological Resources

Historic and archaeological resources are governed by federal, state, and local (i.e., City) regulations that provide the framework for the identification and protection of these resources. The National Historic Preservation Act (NHPA) and CEQA are the primary regulations governing historic and archaeological resources in California. Regulations governing historic resources are also applicable to archaeological resources since the latter are also considered historic resources. Regulations applicable to historic and archaeological resources are discussed below.

Federal

National Historic Preservation Act

The principal federal law addressing historic properties is the NHPA, as amended, and its implementing regulations. The term “historic properties” refers to “any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register.”

National Register of Historic Places

The National Register of Historic Places (National Register) was established by the NHPA of 1966, as “an authoritative guide to be used by federal, State, and local governments, private groups and citizens to identify the Nation’s historic resources and to indicate what properties should be considered for protection from destruction or impairment.” The National Register recognizes a broad range of cultural resources that are significant at the national, state, and local levels and can include districts, buildings, structures, objects, prehistoric archaeological sites, historic-period archaeological sites, traditional cultural properties, and cultural landscapes.

Criteria

To be eligible for listing in the National Register, a property must be significant in American history, architecture, archaeology, engineering, or culture. Properties of potential significance must meet one or more of the following four established criteria:

- A. Are associated with events that have made a significant contribution to the broad patterns of our history;
- B. Are associated with the lives of persons significant in our past;
- C. Embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. Have yielded, or may be likely to yield, information important in prehistory or history.

Context

To be eligible for listing in the National Register, a property must be significant within a historic context. National Register Bulletin #15 states that the significance of a historic property can be judged only when it is evaluated within its historic context. Historic contexts are “those patterns, themes, or trends in history by which a specific...property or site is understood and its meaning...is made clear.” A property must represent an important aspect of the area’s history or prehistory and possess the requisite integrity to qualify for the National Register.

Integrity

In addition to meeting one or more of the criteria of significance, a property must have integrity. Integrity is defined as “the ability of a property to convey its significance.” The National Register recognizes seven qualities that, in various combinations, define integrity. The seven factors that define integrity are location, design, setting, materials, workmanship, feeling, and association. To retain historic integrity a property must possess several, and usually most, of these seven aspects. Thus, the retention of the specific aspects of integrity is paramount for a property to convey its significance.

Criteria Considerations

Certain types of properties, including religious properties, moved properties, birthplaces or graves, cemeteries, reconstructed properties, commemorative properties, and properties that have achieved significance within the past 50 years are not considered eligible for the National Register unless they meet one of the seven categories of Criteria Consideration A through G, in addition to meeting at least one of the four significance criteria discussed above, and possess integrity as defined above. Criteria Consideration G states that “a property achieving significance within the last 50 years is eligible if it is of exceptional importance.” This is intended to prevent the listing of properties for which insufficient time may have passed to allow the proper evaluation of its historical importance.

State

California Environmental Quality Act

CEQA is the principal statute governing environmental review of projects occurring in the state and is codified at Public Resources Code (PRC) Section 21000 et seq. CEQA requires lead agencies to determine if a proposed project would have a significant effect on the environment, including significant effects on historical or unique archaeological resources. Under PRC Section 21084.1, a project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment.

The CEQA Guidelines (Title 14 California Code of Regulations [CCR] Section 15064.5) recognize that historical resources include: (1) a resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (California Register); (2) a resource included in a local register of historical resources, as defined in PRC Section 5020.1(k) or identified as significant in a historical resource survey meeting the requirements of PRC Section 5024.1(g); and (3) any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California by the lead agency, provided the lead agency's determination is supported by substantial evidence in light of the whole record. The fact that a resource does not meet the three criteria outlined above does not preclude the lead agency from determining that the resource may be a historical resource as defined in PRC Section 5020.1(j) or 5024.1, provided the determination is supported by substantial evidence.

If a lead agency determines that an archaeological site is a historical resource, the provisions of PRC Section 21084.1 and CEQA Guidelines Section 15064.5 apply. If an archaeological site does not meet the criteria for a historical resource contained in the CEQA Guidelines, then the site may be treated in accordance with the provisions of PRC Section 21083, which is as a unique archaeological resource. As defined in PRC Section 21083.2 a "unique" archaeological resource is an archaeological artifact, object, or site, about which it can be clearly demonstrated that without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

- Contains information needed to answer important scientific research questions and there is a demonstrable public interest in that information;
- Has a special and particular quality such as being the oldest of its type or the best available example of its type; or,
- Is directly associated with a scientifically recognized important prehistoric or historic event or person.

If an archaeological site meets the criteria for a unique archaeological resource as defined in PRC Section 21083.2, then the site is to be treated in accordance with the provisions of PRC Section 21083.2, which state that if the lead agency determines that a project would have a significant effect on unique archaeological resources, the lead agency may require reasonable efforts be

made to permit any or all of these resources to be preserved in place (PRC Section 21083.1(a)). If preservation in place is not feasible, mitigation measures shall be required. The CEQA Guidelines note that if an archaeological resource is neither a unique archaeological nor a historical resource, the effects of the project on those resources shall not be considered a significant effect on the environment (CEQA Guidelines Section 15064.5(c)(4)).

A significant effect under CEQA would occur if a project results in a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5(a). Substantial adverse change is defined as “physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired” (CEQA Guidelines Section 15064.5(b)(1)). According to CEQA Guidelines Section 15064.5(b)(2), the significance of a historical resource is materially impaired when a project demolishes or materially alters in an adverse manner those physical characteristics that:

- Convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register; or
- Account for its inclusion in a local register of historical resources pursuant to PRC Section 5020.1(k) or its identification in a historical resources survey meeting the requirements of PRC Section 5024.1(g), unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or
- Convey its historical significance and that justify its eligibility for inclusion in the California Register as determined by a Lead Agency for purposes of CEQA.

In general, a project that complies with the Secretary of the Interior’s Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings (Standards) or the Secretary of the Interior’s Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (Guidelines) shall be considered to have mitigated its impacts to historical resources to a less-than-significant level (CEQA Guidelines Section 15064.5(b)(3)). Both Secretary of the Interior Standards were codified in the Federal Register in 1995. The Standards and Guidelines are a series of concepts about maintaining, repairing, and replacing historic materials, as well as designing new additions or making alterations. The Standards comprise four different treatment approaches— preservation, rehabilitation, restoration, and reconstruction—each with their own set of standards (ranging from six to ten standards). Depending on the project, either preservation, rehabilitation, restoration, reconstruction, or a combination of the above may be required to mitigate a project under CEQA. The Standards for Rehabilitation are applicable to most rehabilitation and adaptive reuse projects involving continuation of existing use or changes in use. Standards 1 through 7 govern the use, repair and preservation of historic properties. Standard 8 is for significant archaeological resources. Standard 9 governs new additions, exterior alterations, or related new construction, and requires that the new work be differentiated from the old, and that it shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment. Standard 10 governs new additions and adjacent or related new construction

and requires that new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

California Register of Historical Resources

The California Register is “an authoritative listing and guide to be used by State and local agencies, private groups, and citizens in identifying the existing historical resources of the State and to indicate which resources deserve to be protected, to the extent prudent and feasible, from substantial adverse change” (PRC Section 5024.1[a]). The criteria for eligibility for the California Register are based upon National Register criteria (PRC Section 5024.1[b]). Certain resources are determined by the statute to be automatically included in the California Register, including California properties formally determined eligible for, or listed in, the National Register.

To be eligible for the California Register, a prehistoric or historic-period property must be significant at the federal, state, and/or local level under one or more of the following four criteria:

- Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage;
- Is associated with the lives of persons important in our past;
- Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
- Has yielded, or may be likely to yield, information important in prehistory or history.

A resource eligible for the California Register must meet one of the criteria of significance described above and retain enough of its historic character or appearance (integrity) to be recognizable as a historical resource and to convey the reason for its significance. It is possible that a historic resource may not retain sufficient integrity to meet the criteria for listing in the National Register, but it may still be eligible for listing in the California Register.

Additionally, the California Register consists of resources that are listed automatically and those that must be nominated through an application and public hearing process. The California Register automatically includes the following:

- California properties listed on the National Register and those formally determined eligible for the National Register;
- California Registered Historical Landmarks from No. 770 onward; and
- Those California Points of Historical Interest that have been evaluated by the OHP and have been recommended to the State Historical Commission for inclusion on the California Register.

Other resources that may be nominated to the California Register include:

- Historical resources with a significance rating of Category 3 through 5 (those properties identified as eligible for listing in the National Register, the California Register, and/or a local jurisdiction register);
- Individual historical resources;
- Historical resources contributing to historic districts; and
- Historical resources designated or listed as local landmarks, or designated under any local ordinance, such as an historic preservation overlay zone.

California Health and Safety Code Section 7050.5

California Health and Safety Code Section 7050.5 requires that in the event human remains are discovered, the County Coroner be contacted to determine the nature of the remains. In the event the remains are determined to be Native American in origin, the Coroner is required to contact the Native American Heritage Commission (NAHC) within 24 hours to relinquish jurisdiction.

Public Resources Code Section 5097.98

PRC Section 5097.98, as amended by Assembly Bill (AB) 2641, provides procedures in the event human remains of Native American origin are discovered during project implementation. PRC Section 5097.98 requires that no further disturbances occur in the immediate vicinity of the discovery, that the discovery is adequately protected according to generally accepted cultural and archaeological standards, and that further activities take into account the possibility of multiple burials. PRC Section 5097.98 further requires the NAHC, upon notification by a County Coroner, designate and notify a Most Likely Descendant (MLD) regarding the discovery of Native American human remains. Once the MLD has been granted access to the site by the landowner and has inspected the discovery, the MLD has 48 hours to provide recommendations to the landowner for the treatment of the human remains and any associated grave goods.

In the event that no descendant is identified, or the descendant fails to make a recommendation for disposition, or if the landowner rejects the recommendation of the descendant, the landowner may, with appropriate dignity, reinter the remains and burial items on the property in a location that will not be subject to further disturbance.

Local

Los Angeles Cultural Heritage Ordinance

In addition to the National Register and the California Register, two additional types of historic designations may apply at a local level, including designation of a Historic-Cultural Monument (HCM) and classification of an Historic Preservation Overlay Zone (HPOZ). Of these, the designation of an HCM is relevant to the Project and is discussed below.

The Los Angeles City Council adopted the Cultural Heritage Ordinance in 1962 and amended it in 2007 (Los Angeles Administrative Code, Chapter 9, Division 22, Article 1, Section 22.171.7). The Cultural Heritage Ordinance was revised in 2018 (Ordinance No. 185472, amending Section

22.171 of Article 1, Chapter 9, Division 22 of the Los Angeles Administrative Code). The Cultural Heritage Ordinance establishes criteria for designating a local historical resource as an HCM. According to the Cultural Heritage Ordinance, an HCM is any site (including significant trees or other plant life located on the site), building, or structure of particular historic or cultural significance to the City. HCMs are regulated by the City's Cultural Heritage Commission and the City Council.

The Cultural Heritage Ordinance states that a Historic-Cultural Monument designation is reserved for those resources that have a special aesthetic, architectural, or engineering interest or value of a historic nature and meet one of the criteria that follows:

- [It] is identified with important events of national, state, or local history, or exemplifies significant contributions to the broad cultural, economic or social history of the nation, state, city or community;
- [It] is associated with the lives of historic personages important to national, state, city, or local history; or
- [It] embodies the distinctive characteristics of a style, type, period or method of construction; or represents a notable work of a master designer, builder, or architect whose individual genius influenced his or her age.

Designation recognizes the unique architectural value of certain structures and helps to protect their distinctive qualities. Any interested individual or group may submit nominations for HCM status. Buildings may be eligible for HCM status if they retain their historic design and materials. Those that are intact examples of past architectural styles or that have historic associations may meet the criteria listed in the Cultural Heritage Ordinance.

The Los Angeles Cultural Heritage Ordinance provides that compliance with the Standards is part of the process for review and approval by the Cultural Heritage Commission of proposed alterations to HCMs (see Los Angeles Administrative Code Section 22.171.14.a.1). Thus, the Standards are used for regulatory approvals for designated resources but not for resource evaluations.

Los Angeles Municipal Code Section 91.106.4.5 (Permits for Historical and Cultural Buildings)

In addition, LAMC Section 91.106.4, which deals with permits, contains a provision for permits for historical and cultural buildings. This subsection states Los Angeles Department of Building and Safety Department (LADBS) "shall not issue a permit to demolish, alter or remove a building or structure of historical, archaeological or architectural consequence if such building or structure has been officially designated, or has been determined by state or federal action to be eligible for designation, on the National Register of Historic Places, or has been included on the City of Los Angeles list of Historic-Cultural monuments, without the department having first determined whether the demolition, alteration or removal may result in the loss of or serious damage to a significant historical or cultural asset." Furthermore, pursuant to LAMC Section 91.106.4.5.1, LADBS "shall not issue a building permit for demolition of a building or structure for which the original building permit was issued more than 45 years prior to the date of submittal of the

application for demolition pre-inspection, or where information submitted with the application indicates that the building or structure is more than 45 years old based on the date the application is submitted,” without having first provided the required notice and taken the required actions at least 30 days prior to issuance of the demolition of building or structure permit. The required notice involves the department sending written notice of the demolition pre- inspection application via U.S. mail to the abutting property owners and occupants, as well as the Council District Office and Certified Neighborhood Council Office representing the site, for which a demolition pre-inspection has been proposed for a building or structure.

Additionally, any interested individual may apply for a proposed designation of a Historic Cultural Monument. Upon the determination by the Planning Director that the application is complete—or upon initiation by City Council, Cultural Heritage Commission, or Planning Director—no permit for the demolition substantial alteration, or removal shall be issued. The site, building, or structure, regardless of whether a permit exists, shall not be demolished, pending final determination by the Commission and City Council whether the proposed site, building, or object or structure shall be designated a Historic- Cultural Monument, pursuant to Cultural Heritage Ordinance No. 185472, amending Section 22.171 of the Los Angeles Administrative Code. Also, if the property has been previously identified in a survey or has been nominated for designation and it is determined by the City that a project is subject to CEQA review, the City may require preparation of a historical resource assessment report and CEQA impacts analysis, pursuant to CEQA Guidelines Section 15064.5, prior to issuance of a demolition permit. Once the process pursuant to LAMC Section 91.106.4.5.1 is completed, the LADBS will then be able to issue the applicable permits.

Identification of Historic Properties Affected

Historic Properties on Project Site

For the purposes of CEQA, there is one previously identified eligible historical resource recorded within the Project Site, the Lombardi House, which could be directly impacted by the Project as the result of alteration to its immediate surroundings. The Lombardi House, located at 1717 Bronson Avenue, is a two- story, multi-family residential property. The residence was originally built as a single-family dwelling circa 1904 – 1905, in the Shingle style with deep gables, steeply pitched roof, and a wrap-around porch. It was later modified into the Colonial Revival style c. 1930 and reoriented to face east onto Bronson Avenue. The building was extensively renovated in 2012, with many architectural details reconstructed at this time.

The wood-frame residence is set back from the east property line by an extensive front lawn with tall, mature trees enclosed by a tall hedge. There are smaller fruit trees and bushes scattered around the property. The building has an asymmetrical footprint, with a cross-gabled roof covered in asphalt shingles and exteriors clad in beveled wood clapboard siding. The main entry is at the north end of the east façade, under a two-story portico with thin, square columns supporting a full-length widow’s walk at the attic level, in front of the east-facing gable. Underneath the widow’s walk at the second level is a partial-length balcony supported by carved brackets, accessible through a pair of French doors with sidelights at the second level. Below the balcony is a single-leaf, wood-paneled entry door with 4-pane vertical sidelights and a fanlight transom.

The southern end of the front elevation has a gable at the second level with a bay window of three 1/1 wood sash with a pent roof, and a small 1:1 clerestory window with a fanlight at the attic level. Below are three casement windows with sidelights, separated by engaged columns, and an attached wooden railing that mimics the original wrap-around porch that previously existed in this location. The faux porch railing continues around the southwest corner and along the southern elevation, interrupted only by a large half-moon porch with brick stairs that radiate outward in a matching semi-circular pattern.

The two-story, partial-length porch is off-center to the west, with a second-floor balcony supported by four Doric columns. The balcony has a simple wood railing and is accessible through a single-leaf door on the second level. A classical pediment above the balcony is supported by Doric columns that match the first level colonnade, with a carved wood, clover-shape vent at the attic level. Pedimented roof dormers on either side of the balcony have matching clover wood carvings and 2-pane casement windows. The entry at the first level has a single-leaf glazed door with two sets of 10-pane sidelights on either side, and above the door are three small rectangular clerestory windows. This portico faces south towards Hollywood Boulevard and was the original entry for the building. Both corners of this elevation have an engaged column at the corner, as well as multiple tripartite casement windows.

The west elevation has a projecting entry bay with a shed roof and a single-leaf door at its center, with multiple 2-pane casement windows in a variety of sizes on either side. The eastern half has a recessed gable at the second level, with exposed rafter tails from the rear-facing gable along the western half.

The north elevation has two projecting gabled bays with multiple two-pane casement windows. The wider of the bays is at the center of the elevation and recessed from the first; it has a large modern metal staircase to the second floor and a balcony attached to its front façade. The first and second levels of the house are separated by wide, enclosed eaves that give the appearance of a skirted roof, except for the second, more recessed bay on the north elevation.

The accessory building on the property is a reconstruction that was erected in 2012. It is not a historical resource, nor does it contribute to the significance of the subject property.

According to a 2010 survey report, the subject property was previously surveyed four times by the City of Los Angeles. The first historic resource survey was completed in 1986; a second historic resource survey took place in 1997, which updated findings of the earlier survey; a third historic resource survey took place in 2003 and a fourth in 2010. Both the 1997 and 2003 surveys were reconnaissance level surveys, in contrast to the 1986 and the 2010 surveys which were intensive surveys. Additionally, in the City's inventory of historic resources, a DPR form from 2002, using a previous Historic Resources Inventory form from 1979 to supplement its findings, stated the house was deemed significant mainly for its architecture as it was one of the "rare pre-1905 houses of Hollywood." An inventory form from 1979 also highlighted that this home survived the commercial development of the neighborhood, and its particular architecture combines the verticality of the Victorian era with that of the newer more simplified Colonial Style. A DPR report from 2009 only states that the property retained integrity and was currently undergoing

renovations. A detailed integrity analysis was not included with any of the previous documentation.

It currently has status codes of 3CS (appears eligible for California Register individually through survey evaluation) and 5S3 (appears to be individually eligible for local listing or designation through survey evaluation). The building has had significant alterations, including additions, window replacements, and porch infill and does not retain enough integrity for listing in the National Register.

After evaluation under the following contexts and themes, it is eligible under criteria A/1/1 as a rare example of residential development that pre-dates Hollywood's consolidation with the City of Los Angeles in 1910.

Context: Pre-Consolidation Communities of Los Angeles, 1850-1932

Theme: Hollywood, 1850-1910

Sub-theme: Important Events in Hollywood History, 1850-1910

Additionally, it is eligible under criteria C/3/3 as an excellent example of American Colonial revival architecture in Hollywood.

Context: Architecture and Engineering, 1850-1980

Theme: American Colonial Revival, 1895-1960

Sub-theme: American Colonial Revival, Early, 1895-1940

The existence of character-defining features of the Lombardi House was confirmed in 2021 by an architectural historian who meets the Secretary of the Interior's Professional Qualification Standards in History and Architectural History. The current condition of the character-defining features listed below was not assessed because the Project does not propose any physical alterations to the Lombardi House.

- Setback from Bronson Avenue (east property line) that creates a front lawn
- Cross-gabled shingled roof (originally wood, now asphalt)
- Beveled wood clapboard siding
- Location of main entrance at north end of east elevation (paneled door with sidelights and fanlight above). Style and location are not original, but location is historic.
- Wooden railing that runs along south end of east (front) elevation as well as the south elevation (possibly original material but likely designed to mimic original wrap-around porch no longer extant)

- Eave overhang along south side of east (front) elevation that extends to the south facade as well
- Front-facing gable at south end of front (east) elevation with small clerestory window at top
- Balcony at second level above front entrance
- Wood shingles/wood clapboard siding
- Deep gables
- Remnants of wrap-around porch
- Porch addition on east façade (1949)
- Steeply pitched gable on west elevation
- Wide, overhanging eave that runs the length of the rear (west) elevation
- Semi-circular portico on south elevation
- Pair of gabled roof dormers on south roof slope (but not their windows)
- Projecting pediment centered on south elevation above portico with clover-shaped detailing

Historic Properties Adjacent to Project Site

5941 West Hollywood Boulevard (Salvation Army Tabernacle Church/former Hawaii Theater)

5941 West Hollywood Boulevard is a one-story commercial building in the Streamline Moderne style, designed by architect Carl Moeller, and constructed in 1939. It is located mid-block on the north side of Hollywood Boulevard. There is a wide driveway that runs directly east of the building, forming an alley that provides access to additional buildings at the rear. The building originally opened on May 6, 1940, as the Hawaii Theatre, and later became the Hawaii Music Hall in 1945. The theatre had round glass walls overlooking the sidewalk on either side of the front entrance, with a tropical mural over the box marquee. Inside, there was a single level of seating and décor that included tropical jungle murals.

The theatre was closed in July 1963 and the building was gutted in 1965 to be converted into the Salvation Army Tabernacle. It remains their Hollywood headquarters to this day. Additional renovations were carried out to the building in 2015, resulting in the appearance we see today. Currently, the building has a rectangular footprint and horizontal massing with exteriors clad in smooth stucco. The front façade is divided into three bays with a centered entrance, echoing its former use as a movie theater. The building's elevations are divided into two levels with a decorative painted belt course dividing them. The lower level is rounded at the southeast and

southwest corners overlooking Hollywood Boulevard, and a single ribbon of glass block. The second level of the elevations has a blocky, square style, and serves as a parapet or an arched roof that is hidden behind.

In 1994, the building was given a status of 2S2, which determined it eligible for National Register by consensus through the Section 106 process and listed in the California Register. It does not appear to have been evaluated since, and it is unlikely that the status is still applicable. While the footprint and general massing of the building have remained the same, all decorative details from its previous life as a theater have been removed. The rounded edges of the second level of the front façade have been altered to be straight ninety-degree corners, and the multiple decorative neon lights have been removed from the building, including two large columns that original were atop the building.

Additionally, the former cantilevered marquee has been removed. For purposes of this report, the building has been evaluated as a historic resource, but it is unlikely that status would remain if challenged.

5951 West Hollywood Boulevard (Florentine Gardens)

5951 West Hollywood Boulevard, commonly known as Florentine Gardens, is a significant example of a commercial property associated with the entertainment industry. Between the 1930s and 1950s,

Florentine Gardens was one of Hollywood's most popular dinner theaters and nightclubs, known for its celebrity-studded lineups and risqué performances. It is located on the north side of Hollywood Boulevard, mid-block between Branson and Gower.

When it opened in 1938, Florentine Gardens was a dinner theater. For \$1.50, the audience would be treated to some Italian food, partially nude girls, an emcee, dancers, a singer and more. Whereas the Sunset Strip featured many upscale nightspots, Hollywood Boulevard had more of the working-class nightspots, including Florentine Gardens. Various performers made appearances at the Florentine Gardens, including such big acts as the Mills Brothers and Sophie Tucker, and Marilyn Monroe (then Norma Jean Baker) celebrated her first marriage to Jim Dougherty with as reception at the club.

Florentine Gardens was a popular nightspot for servicemen during World War II, but the business went bankrupt shortly afterwards in 1948. It later reopened as the Cotton Club, a venue for black performers, although its successful run was short lived. Today the building still stands and is an event space, a filming location, and an occasionally nightclub with DJs and performers.

The building was evaluated in January of 2020, as part of the Historic Resources Survey of the Hollywood Redevelopment Project Area (Individual Resources – 1/28/20) and was given the status codes of 3CS (appears eligible for California Register individually through survey evaluation) and 5S3 (appears to be individually eligible for local listing or designation through survey evaluation) with eligibility criteria of A/1/1. It was evaluated under the following contexts and themes:

Context: Entertainment Industry, 1908 – 1980

Theme: Commercial Properties Associated with the Entertainment Industry, 1908 – 1980

Sub-theme: Social Scene Associated with the Entertainment Industry, 1908 – 1980

The building has undergone significant alterations including door and window replacement, and its original Moorish decorative elements have been removed, rendering it not eligible for the National Register. More research on the original appearance of the building is needed to confirm the status of its architectural integrity.

1740 Gower Street (First Presbyterian Church of Hollywood)

The First Presbyterian Church of Hollywood is part of a church campus located at 1740 North Gower Street, a large site that encompasses the entire city block bounded by Yucca Street on the north, Carlos Avenue on the south, La Baig Avenue on the east, and Gower Street on the west. The historic core of the campus is located in the southwest corner and consists of two historic buildings: a large, four-story church at the corner of Gower Street and Carlos Avenue and a smaller, two-story chapel building (Wylie Chapel) to its immediate east. The church and chapel are connected by a cloister. Both were constructed in 1923 and designed by architect H.M. Patterson in the Late Gothic Revival style. The church is anchored by a five-story buttressed tower that culminates in a vented belfry. The chapel is capped by a large central lantern, and its façade is pierced by a rose window. The buildings are setback from Carlos Avenue, forming a small yard planted with groundcover, manicured shrubs, and mature Canary Island pine trees.

The First Presbyterian Church of Hollywood was organized in 1903, and shortly thereafter acquired the parcel at the northeast corner of Gower Street and Carlos Avenue for \$300. By 1909, the congregation had erected a small building on the property, but as the population of Hollywood grew in subsequent years the congregation outgrew its modest quarters. In 1922, H.M. Patterson was hired to design a new church on the Gower Street site. Patterson was a noted ecclesiastical architect, best known for designing landmark churches in the Late Gothic Revival style, and the First Presbyterian Church of Hollywood is generally considered to be one of his most significant commissions. The church building as well as the adjoining chapel were completed in 1923, and the campus included offices, a cafeteria, study and lecture rooms, and Sunday school classrooms. The main church building was constructed and furnished at a cost of \$475,000, with an interior finished with mahogany, and seated 1,800 people. Over time, as the congregation continued to grow, it acquired additional lots until it came to own the entire block bounded by Gower and Yucca streets and Carlos and La Baig avenues. The small, single-family homes that historically occupied these lots were demolished to make way for additional buildings to serve the church and its affiliated school. While these later buildings, which post-date World War II, feature brick exterior walls and are generally compatible with the 1923 church and chapel, they clearly read as modern additions to the historic campus.

The buildings were evaluated in January of 2020, as part of the Historic Resources Survey of the Hollywood Redevelopment Project Area (*Historic Districts, Planning Districts, and Multi-Property*

Resources – 1/28/20), and was given the status codes of 3S (appears individually eligible for the National Register through survey evaluation), 3CS (appears individually eligible for the California Register through survey evaluation) and 5S3 (appears individually eligible for local listing or designation through survey evaluation). The survey found it eligible as a potential district under criteria C/3/3, as an excellent example of Late Gothic Revival institutional architecture in Hollywood, as well as a work of noted ecclesiastical architect H.M. Patterson.

Context: Architecture and Engineering 1850 - 1980

Theme: Period Revival, 1919 - 1950

Sub-theme: Late Gothic Revival, 1919 - 1939

The buildings appear to have had few, if any alterations, and retain a high level of architectural and historic integrity.

5939 West Hollywood Boulevard

5939 West Hollywood Boulevard is a one-story commercial building in the Streamline Moderne style, designed by noted Los Angeles architect Gordon Kaufmann and constructed in 1936. It is located mid-block on the north side of Hollywood Boulevard. There is a wide driveway that runs directly west of the building, forming an alley that provides access to a large structure to the rear. The buildings appear to share a party wall, but it is unclear whether they are two separate structures or one unified building.

5939 Hollywood Boulevard originally housed the “Palms Grill”, and currently is used as the Salvation Army’s Youth Shelter. It is constructed of brick with an asymmetrical rectangular footprint and an asymmetrical curved façade. While windows on the front façade have been infilled or boarded over, a ribbon of eight 1/1/1 fixed-pane windows with a continuous concrete sill is still evident. It runs the partial length of the front façade, around the corner and north along the west elevation. A single-leaf door on the front elevation is off-center to the west. A second entrance to the building along the west elevation is currently boarded up but appears to contain a single-leaf glass and metal door. There are four additional 1/1 plate glass, fixed-pane windows on the west elevation, as well as a 3:3 display window set into a slightly projecting bay. The building has scalloped coping at the cornice line and three concrete string courses that run along the lower parts of the elevation at the southwest corner, underneath the ribbon of windows.

5939 West Hollywood Boulevard is an excellent example of the Streamline Moderne commercial architecture in Hollywood and designed by a noted Los Angeles architect. It was evaluated in January of 2020, as part of the Historic Resources Survey of the Hollywood Redevelopment Project Area (*Individual Resources – 1/28/20*), and was given the status codes of 3CS (appears eligible for California Register individually through survey evaluation) and 5S3 (appears to be individually eligible for local listing or designation through survey evaluation) with eligibility criteria of C/3/3. It was evaluated under the following contexts and themes:

Context: Architecture and Engineering, 1850 – 1980 Sub-context: L.A.
Modernism, 1919 – 1980

Theme: Related Responses to Modernism, 1926 – 1970

Sub-theme: Streamline Moderne, 1934 – 1945

With alterations that include door and window replacement, the building may not retain sufficient integrity for listing in the National Register, although some of the changes to the windows appear to be reversible. More research is needed to confirm the original appearance of the building, especially its windows and doors, before its status as a historical resource can be confirmed.

1756 North Tamarind Avenue

1756 North Tamarind Avenue is a three-story apartment building constructed in 1929. It is three bays wide, with rectangular massing, a symmetrical façade, a flat roof and a unique Mediterranean Revival style highlighted by carved Churrigueresque low-relief ornamentation around the entry and at the upper levels of the front façade. It is constructed of brick with a concrete façade and faces west onto Tamarind Avenue. Windows are almost exclusively 8-paned casements in a variety of configurations. Details include a quoined door surround, faux balconies of concrete relief, a small ornamental grille centered on the front elevation at the third level, and exteriors clad in vines. The building is setback from Tamarind Avenue with a grassy lawn in front, as well as a small rear yard to the north of Carlos Avenue.

The building was evaluated in January of 2020, as part of the Historic Resources Survey of the Hollywood Redevelopment Project Area (*Individual Resources – 1/28/20*), and was given the status codes of 3CS (appears eligible for California Register individually through survey evaluation) and 5S3 (appears to be individually eligible for local listing or designation through survey evaluation). After evaluation under the following contexts and themes, it is eligible under criteria A/1/1 as a rare remaining example of an intact 1920s multi-family residence in Hollywood. The 1920s represented a significant period of growth in Hollywood, and intact examples of multi-family residences dating to this era are increasingly rare.

Context: Residential Development and Suburbanization, 1850 – 1980

Theme: Early Residential Development, 1880 – 1930

Sub-theme: Early Multi-Family Residential Development, 1880 – 1930

Additionally, it is eligible under criteria C/3/3 as an excellent example of a 1920s apartment house in Hollywood, exhibiting the distinctive features of the property type. Designed to maximize lot coverage, apartment houses were an important type of multi-family property in Los Angeles during the early decades of the 20th century, and 1756 North Tamarind is an intact and important remnant from this period of residential development.

Context: Residential Development and Suburbanization, 1850 – 1980

Sub-context: Multi-Family Residential Development, 1910 – 1980

Theme: Multi-Family Residential, 1910 – 1980

While the building has had alterations, including the likely replacement of its original windows, overall, it retains a high level of architectural and historical integrity and likely would be eligible for the California Register and status as a Los Angeles Historic-Cultural Monument.

CEQA Impacts Analysis

Identified below are the thresholds for determining the significance of environmental effects on historical resources are derived from the CEQA Guidelines as defined in §15064.5 and the City of Los Angeles CEQA Thresholds Guide. Pursuant to this guidance, a project that would physically detract, either directly or indirectly, from the integrity and significance of the historical resource such that its eligibility for listing in the National Register, California Register, or as a City Historic-Cultural Monument (LAHCM) would no longer be maintained, is considered a project that would result in a significant impact on the historical resource. Adverse impacts, that may or may not rise to a level of significance, result when one or more of the following occurs to a historical resource: demolition, relocation, conversion, rehabilitation, or alteration, or new construction on the site or in the vicinity.

Adverse impacts, that may or may not rise to a level of significance, result when one or more of the following occurs to a historical resource:

- Demolition of a significant resource;
- Relocation that does not maintain the integrity and significance of a significant resource;
- Conversion, rehabilitation, or alteration of a significant resource which does not conform to the *Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings*; or
- Construction that reduces the integrity or significance of important resources on the site or in the vicinity

Direct Impacts

Despite the shared site, the Project would have no direct adverse impact to the Lombardi House. The building would remain intact in its current location and would not be materially altered by the new construction on the Project Site. The Project does not include the demolition, relocation, rehabilitation, alteration, or conversion of the Lombardi House. The building's existing massing, form, and architectural features would remain intact and unchanged. The Project is designed in a modern style that will be easily differentiated from Lombardi House. The Lombardi House would remain unchanged and in its original location after implementation of the Project. All of its exterior character-defining features, as well as its interior spaces, would remain unaltered and continue to convey its historical significance. The Project would not affect the integrity of location, design, materials, or workmanship of the Lombardi House. Accordingly, because all the existing physical elements that characterize the Lombardi House would continue to convey the property's historic significance, integrity of feeling would also remain unaffected. The construction of the Project

does nothing to alter the building's history as one of the few remaining early residences along Hollywood Boulevard. Therefore, integrity of association would also remain unaffected by the Project. While there would be alterations to the setting with the removal of trees, the landscaping is not historical nor is it a character defining feature of the Lombardi House. The aspects of the historical setting that currently exist and are important to the Lombardi House, would remain intact. They include the main public entrance and primary façade of the Lombardi House, both of which would continue to face and be accessible via the sidewalk off Bronson Avenue to the east.

Therefore, direct impacts to the Lombardi House would be less than significant, and, in this regard, the Project would not cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5.

Indirect Impacts

Historical Resources Within Project Site

As discussed above, the historical resource the Lombardi House (1717 Bronson Avenue) is part of the Project Site and will be immediately adjacent to the construction site. Although direct impacts on the building associated with the new construction are considered less than significant, the Project has the potential for other indirect impacts associated with construction to occur. The new building will be substantially taller than the Lombardi House, and there is potential for substantial adverse effects associated with the setting of the historical resource. Because the Project would construct a 24-story residential tower immediately to the north of the Lombardi House, thereby adding considerable height and mass to the parcel, the immediate surroundings of the Lombardi House would be altered.

However, the broader setting of the Lombardi House (Hollywood) as well as its immediate block, have continued to change since its original construction. With a location immediately adjacent to Hollywood Boulevard, what was originally a quiet residential and somewhat bucolic setting in the early 20th century has become a nexus of dense commercial development that continues to this day. Following World War II, density, and the scale of development in Hollywood increased substantially. With the opening of the US-101 in 1954, the area became even more accessible, spurring further development. When Los Angeles voters rescinded the 150-foot height limit in 1957, Hollywood became an epicenter for the development and construction of larger and taller buildings, both commercial and residential.

Hollywood's first post-height limit "skyscraper" was the 20-story Sunset and Vine Tower constructed at the southeast corner of Sunset and Vine in 1963. Rising over 290 feet in height, the Sunset and Vine Tower was almost twice the height of any height-limit era building in Hollywood. Designed in a Corporate Modern style, the rectangular steel-frame and glass curtain wall building presented a stark silhouette that radically altered the Hollywood skyline. Additional high-rises on Sunset soon followed including a 185-foot office building constructed in 1968 at the southwest corner of Sunset Boulevard and Cahuenga Boulevard, and a 22-story office tower constructed in 1971 at the northwest corner of Sunset and Argyle.

In the 1960s and 1970s Hollywood's population became more ethnically diverse, as new immigrant groups began settling in the area. Community and residential densities continued to

increase, as original single-family homes, bungalow courts, and smaller apartment buildings were replaced with larger multi-family residential complexes. By the 1980s the Hollywood community was in a state of economic decline as commercial development became focused more intensely elsewhere in the City. The Community Redevelopment Agency of Los Angeles established the Hollywood Redevelopment Project Area in 1986 to encourage development in the area, and the Project Site lies within its boundaries. Towards the end of the 1990s, Hollywood began to experience a resurgence in development, and the increase in density and scale of that development that continues today. Recent development in the immediate vicinity of the Project Site includes 1150 N El Centro, a 20-story building of 230 feet (approximately .75 from project site) as well as 1755 Argyle Avenue, an 18-story residential tower (approximately .40 away from project site). Additionally, plans have been approved for a 22-story residential tower at the southwest corner of Hollywood Boulevard and Gower Street, only .25 miles away from the Project Site.

The construction of a residential tower immediately to the north of the Lombardi House is simply the continued evolution of a neighborhood that has been transformed over the last century and it will have no effect on the significance of the Lombardi House. After construction of the Project, the Lombardi House would remain intact and in its original location. All of its character-defining features would remain unchanged and continue to be viewable and discernable by the public. The building would continue to convey its historic significance and maintain its eligibility for listing as a historical resource. The building's eligibility for the California Register or potential designation as a Los Angeles Historic-Cultural Monument would not be threatened. The Project does not involve alteration that would result in a change in status for the Lombardi House. In summary, the Project would not materially impair the historic setting of the Lombardi House. Therefore, the direct impacts on the historical resources would be less than significant in regard to the historic setting.

Historical Resources Adjacent to Project Site

Indirect impacts were analyzed to determine if the Project would result in a substantial material change to the integrity and significance of historical resources adjacent to the Project Site, which are identified and described below. Four of the resources have been determined eligible for listing in the California Register or for local designation; one resource is currently listed in the California Register. None of the resources are currently considered eligible for the National Register. These resources were recently identified through a survey of the Hollywood Redevelopment Project Area conducted in January of 2020.

The following historical resources are physically separated from the Project Site by other buildings and streets, at distances that range from 150 feet to 750 feet, and the Project would not result in any direct or physical impact to these resources. There are no historical resources directly adjacent to the Project Site other than Lombardi House, which is contained within the Project Site as detailed above. The only potential indirect impact to historical resources adjacent to the Project Site regards changes in views due to implementation of the Project and potential effects on the setting, feeling, and association of these adjacent historical resources. For purposes of CEQA, a direct view of the Project Site is defined as an unobstructed view from the front elevation of a historic building at ground level toward the Project Site. A primary view of a historical resource is

defined as the primary public view of the front elevation of a historical resource from the public right-of-way. As discussed below, project impacts to all these possible views from historical resources in the vicinity of the Project Site would be either “no impact” or “less than significant.”

The Project would have no impact on the following historical resources as they generally do not have views of the Project: Therefore, indirect impacts are less than significant because the Project would not materially impair any of these resources or interrupt primary views of these resources in a manner that would adversely affect the ability of these historical resources to convey their significance. At the conclusion of the Project, the significance and integrity of these historical resources in the vicinity of the Project Site would remain intact.

5941 West Hollywood Boulevard (Salvation Army Tabernacle Church/former Hawaii Theater)

The building is approximately 250 feet to the west/southwest of the Project Site and has no direct views. It is oriented to the south, towards Hollywood Boulevard, and is separated from the Project Site by multiple intervening buildings. Additionally, the historical resource’s immediate setting is characterized by contrasting building heights in the surrounding area that have been in existence since the late 1950s, when the prevailing height limit of 150 feet was removed. The Project would have no impact on this historical resource as it generally does not have views of the Project: Therefore, indirect impacts are less than significant because the Project would not materially impair this resource or interrupt primary views in a manner that would adversely affect the ability of this historical resource to convey their significance. At the conclusion of the Project, the significance and integrity of this historical resource adjacent to the Project Site would remain intact.

5951 West Hollywood Boulevard (Florentine Gardens)

The building is approximately 325 feet to the west/southwest of the Project Site and has no direct views. It is oriented to the west, towards Gower, and to the south, towards Hollywood Boulevard. It is separated from the Project Site by multiple intervening buildings. Additionally, the historical resource’s immediate setting is characterized by contrasting building heights in the surrounding area that have been in existence since the late 1950s, when the prevailing height limit of 150 feet was removed. The Project would have no impact on this historical resource as it generally does not have views of the Project: Therefore, indirect impacts are less than significant because the Project would not materially impair this resource or interrupt primary views in a manner that would adversely affect the ability of this historical resource to convey their significance. At the conclusion of the Project, the significance and integrity of this historical resource adjacent to the Project Site would remain intact.

1740 Gower Street (First Presbyterian Church of Hollywood)

The buildings are located approximately 750 feet to the west/northwest of the Project Site and have limited, direct views of the Project Site. While they face south towards along Carlos Avenue, they are separated from the Project Site by a full block and multiple intervening buildings. Additionally, the historical resources’ immediate setting is characterized by contrasting building heights in the surrounding area that have been in existence since the late 1950s, when the

prevailing height limit of 150 feet was removed. For these reasons, the Project would have no impact on this historical resource as it generally does not have views of the Project: Therefore, indirect impacts are less than significant because the Project would not materially impair this resource or interrupt primary views in a manner that would adversely affect the ability of this historical resource to convey their significance. At the conclusion of the Project, the significance and integrity of this historical resource adjacent to the Project Site would remain intact.

5939 West Hollywood Boulevard

The Project would be northeast of this historical resource by approximately 150 feet. The building is oriented to the south onto Hollywood Boulevard and is built directly up the property line on the east side and there are no windows or doors on the eastern elevation. A direct view is defined as an unobstructed view of the Project Site from the front elevation of the resource at ground level from the public right-of-way; therefore, this would be considered an indirect view. The view would not adversely affect the resource, especially as its immediate setting is characterized by contrasting building heights in the surrounding area that have been in existence since the late 1950s, when the prevailing height limit of 150 feet was removed. Therefore, indirect impacts are less than significant because the Project would not materially impair this resource or interrupt primary views in a manner that would adversely affect the ability of this historical resource to convey their significance. At the conclusion of the Project, the significance and integrity of this historical resource adjacent to the Project Site would remain intact.

1756 North Tamarind Avenue

The Project would be southeast of this historical resource by approximately 150 feet and there is a direct line of sight from the rear yard of 1756 Tamarind Avenue onto the Project Site. However, the building's primary façade faces west onto Tamarind Avenue and the Project Site is not visible from the front yard. There is an indirect view of the resource from Bronson Avenue that is currently interrupted by existing buildings, and that would not change with project completion. Additionally, the historical resource's immediate setting is characterized by contrasting building heights in the surrounding area that have been in existence since the late 1950s, when the prevailing height limit of 150 feet was removed and this block of Tamarind Avenue is a dead end cul-de-sac that directly overlooks the Hollywood Freeway. For these reasons, the Project would have no impact on this historical resource as it generally does not have views of the Project: Therefore, indirect impacts are less than significant because the Project would not materially impair this resource or interrupt primary views in a manner that would adversely affect the ability of this historical resource to convey their significance. At the conclusion of the Project, the significance and integrity of this historical resource adjacent to the Project Site would remain intact.

Secretary of the Interior's Standards Review

New proximate construction on the Project Site could alter the character of the historic setting associated with Lombardi House. In accordance with the Secretary of the Interior's Standards, new additions, exterior alterations, or related new construction should not destroy historic materials that characterize a property. New construction should be differentiated from the old and compatible with the massing, size, scale, and architectural features of the historic property to

avoid impacts to the historic integrity of the property and its environment. New additions and adjacent or related new construction should be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

Standard 1: A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.

The Project does not include any alterations to Lombardi House, and it would retain all the exterior and important character defining features. Because the exterior integrity of the building would be retained, the change in use would not detract from the significance of the building's primary distinctive materials and features. Therefore, the Project conforms to Standard 1.

Standard 2: The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.

The project would retain and preserve the historic character of the building. No materials would be removed, nor would there be any alteration of features, spaces, and spatial relationships. Therefore, Project conforms to Standard 2.

Standard 3: Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.

The Project recognizes the distinctive historic and architectural character of the Lombardi House and retains all the character-defining features and materials that cause the property to be recognized as a physical record of its time, place and use. No conjectural features would be added and there would be no changes that create a false sense of historical development. Additionally, the Project is designed in a modern style that clearly differentiates it from the Lombardi House. Therefore, the Project conforms to Standard 3.

Standard 4: Changes to a property that have acquired historic significance in their own right will be retained and preserved.

The Project would retain and preserve primary character-defining features of the Lombardi House, including alterations to the building that have acquired significance in their own right. The Lombardi House will not be physically altered in any way. While no changes or alterations to accessory buildings are currently planned, they were built outside of the period of significance and have not attained additional significance. Therefore, the Project conforms to Standard 4.

Standard 5: Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.

The Project retains all the distinctive exterior character-defining materials, features, finishes, and construction techniques or examples of craftsmanship that characterize the Lombardi House. Therefore, the Project conforms to Standard 5.

Standard 6: Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.

The Lombardi House remains in good condition and while it shares a site with the planned construction, it is not a part of the Project. The Project will not alter its character-defining features. Therefore, the Project conforms to Standard 6.

Standard 7: Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.

The Lombardi House will not be subjected to any chemical or physical treatments in the course or as a result of the Project. Therefore, the Project conforms to Standard 7.

Standard 8: Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.

Any potential to encounter archaeological or Native American resources is considered remote, in the unlikely event resources are encountered during Project implementation, those resources would be documented, protected, and preserved in place in accordance with the Standards. Therefore, the Project conforms to Standard 8.

Standard 9: New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.

The Project does not include any new additions or exterior alterations to the Lombardi House itself, rather it consists solely of a new adjacent structure. The new work is in a contemporary modern style that will be easily and significantly differentiated from the old. Lombardi House is separated from the Project by approximately 13 feet, and it will remain protected in its own setting, environment and surroundings, protected by current landscaping features that prevent views into the property from the public right of way or out of the property onto the public right of way. When standing in the public right-of-way on Bronson Avenue, the view of the Lombardi House is limited, and the resource is mostly hidden from view. Additionally, there are no public views of the resource from the north or the south. The Project will do nothing to change this setting.

Additionally, it is important to note that the environment of the historical resource has continually been evolving over the last 120 years. With a location immediately adjacent to Hollywood Boulevard, what was originally a quiet residential and somewhat bucolic setting in the early 20th century has become a nexus of commercial development that continues to this day. Following World War II, density, and the scale of development in Hollywood increased substantially. With the opening of the US-101 in 1954, the area became even more accessible, spurring further development. When Los Angeles voters rescinded the 150-foot height limit in 1957, Hollywood became an epicenter for the development and construction of larger and taller buildings, both commercial and residential. Hollywood's first post-height limit "skyscraper" was the 20-story

Sunset and Vine Tower constructed at the southeast corner of Sunset and Vine in 1963. Rising over 290 feet in height, the Sunset and Vine Tower was almost twice the height of any height-limit era building in Hollywood. Designed in a Corporate Modern style, the rectangular steel-frame and glass curtain wall building presented a stark silhouette that radically altered the Hollywood skyline. Additional high-rises on Sunset soon followed including a 185-foot office building constructed in 1968 at the southwest corner of Sunset Boulevard and Cahuenga Boulevard, and a 22-story office tower constructed in 1971 at the northwest corner of Sunset and Argyle.

In the 1960s and 1970s Hollywood's population became more ethnically diverse, as new immigrant groups began settling in the area. Community and residential densities continued to increase, as original single-family homes, bungalow courts, and smaller apartment buildings were replaced with larger multi-family residential complexes. By the 1980s the Hollywood community was in a state of economic decline as commercial development became focused more intensely elsewhere in the City. The Community Redevelopment Agency of Los Angeles established the Hollywood Redevelopment Project Area in 1986 to encourage development in the area, and the Project Site lies within its boundaries. Towards the end of the 1990s, Hollywood began to experience a resurgence in development, and the increase in density and scale of that development that continues today. Recent development in the immediate vicinity of the Project Site includes 1150 N El Centro, a 20-story building of 230 feet (approximately .75 from project site) as well as 1755 Argyle Avenue, an 18-story residential tower (approximately .40 away from project site). Additionally, plans have been approved for a 22-story residential tower at the southwest corner of Hollywood Boulevard and Gower Street, only .25 miles away from the Project Site.

The construction of a residential tower immediately to the north of Lombardi House is simply the continued evolution of a neighborhood that has been transformed over the last century and it will have no effect on the significance of the Lombardi House. After construction of the Project, the Lombardi House would remain intact and in its original location. All of its character-defining features would remain unchanged and continue to be viewable and discernable by the public. The building would maintain its historic integrity and maintain its eligibility for listing as a historical resource.

Standard 10. New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

The Project will be constructed adjacent to the resource and if the new construction were removed in the future, the essential form and integrity of the Lombardi House and other historical resources in the Project vicinity would be unaffected and unimpaired. Therefore, the Project conforms to Standard 10.

APPENDIX A – TREE DATA

Jan C. Scow Consulting Arborists, LLC

Disease and Pest Diagnosis, Hazard Evaluation, Restorative Pruning Advice, Value Assessment

1744 Franklin Street Unit B
Santa Monica, CA 90404
(818) 789-9127

12/5/20

Marc Levun
Gonzales Law Group APC
800 Wilshire Blvd Ste 860
Los Angeles, CA 90017

15-Digit Application Number:

SUBJECT: Tree inspection at 1715-1739 N Bronson Ave, Los Angeles, CA 90028

REFERENCES:

- 1) LA City Protected Tree Ordinance #177404
- 2) City of LA, UF Division-Land Development memo "Clearance Letters for Clearance Summary Worksheets" (undated, unsigned)
- 3) Proposal for Tree Inventory/Protected Tree Report, dated 11/19/20, Scow
- 4) Tree Inventory and Tree Inventory Map, dated 12/5/20, Lancaster

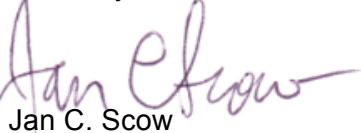
We were asked to inspect the subject site (consisting of three parcels) and provide an opinion about whether there are any protected trees on or near the site. Protected tree species under the LA City Protected Tree Ordinance #177404 are as follows: all California native oaks, Western sycamore (*Platanus racemosa*), Southern California black walnut (*Juglans californica*), and California bay (*Umbellularia californica*).

We visited the site on 12/5/20 and inspected all three parcels and the surrounding properties. ***There are no protected trees located on or near this site under the LA City Protected Tree Ordinance #177404*** that would be impacted by the proposed project. We did not observe evidence that protected trees had ever existed on this site.

There are eight street trees at this property, which are protected under a different LA City tree ordinance. Please see the referenced Tree Inventory and Map for more details.

Please let us know if we can be of any further assistance or if you have any additional questions. Our goal is to satisfy our clients and help them to better care for their trees in the most effective way possible. We look forward to working with you toward that goal!

Sincerely,


Jan C. Scow
ASCA Registered Consulting Arborist #382
Board Certified Master Arborist #WE-1972B



TREE INVENTORY

Tree #	Species	DSH (inches)*	Height**	Spread***	Health	Structure
1	<i>Syzygium australe</i>	8,5 @ 3'	38	4r	fair	poor
2	<i>Syzygium australe</i>	15 @ grade	38	4r	fair	poor
3	<i>Syzygium australe</i>	9	38	4r	good	poor
4	<i>Syzygium australe</i>	~18 @ 3'	40	4r	good	poor
5	<i>Ficus microcarpa</i>	8	38	4r	good	fair
6	<i>Phoenix canariensis</i>	28	15BTF	12r	fair	good
7	<i>Olea europaea</i>	30	32	12r	fair	fair
8	<i>Cinnamomum camphora</i>	7,5	28	8r	good	fair
9	<i>Ficus microcarpa</i>	8 @ 4'	36	4r	good	fair
10	<i>Ficus microcarpa</i>	8 @ 3'	38	4r	good	fair
11	<i>Ficus microcarpa</i>	9	45	4r	good	fair
12	<i>Ficus microcarpa</i>	8 @ 3.5'	38	4r	good	fair
13	<i>Ficus microcarpa</i>	8	38	4r	good	fair
14	<i>Ficus microcarpa</i>	8 @ 4'	38	4r	good	fair
15	<i>Washingtonia robusta</i>	14,14	45BTF	8r	fair	good
16	<i>Washingtonia robusta</i>	14	35BTF	6r	good	good
17	<i>Washingtonia robusta</i>	16	45BTF	6r	fair	good
18	<i>Ceratonia siliqua</i>	45 @ 1.5'	42	25/22/27/19	fair	fair
19	<i>Diospyros kaki</i>	13	25	9r	fair	fair
20	<i>Pittosporum undulatum</i>	8,8	25	11/18/13/—	poor	poor
21	<i>Pittosporum undulatum</i>	18 @ 3.5'	30	16r	poor	fair
22	<i>Acacia melanoxylon</i>	16	40	18r	good	fair
ST23	<i>Magnolia grandiflora</i>	4 @ 4'	14	6r	fair	fair
ST24	<i>Magnolia grandiflora</i>	4 @ 4'	16	6r	fair	fair
ST25	<i>Magnolia grandiflora</i>	4 @ 2'	14	6r	fair	fair
ST26	<i>Magnolia grandiflora</i>	4	14	6r	fair	good
ST27	<i>Syagrus romanzoffiana</i>	13	18BTF	10r	fair	good
ST28	<i>Syagrus romanzoffiana</i>	14	18BTF	12r	good	good
ST29	<i>Syagrus romanzoffiana</i>	12	20BTF	12r	good	good
ST30	<i>Ficus rubiginosa</i>	15,8	30	13r	fair	fair

* Diameter measured at the standard height of 4.5-feet above grade, unless otherwise specified.

** Height is estimated in feet. BTF is brown trunk feet for palm tree heights.

*** Canopy spread is the distance in feet to the North/East/South/West. "r" indicates canopy as a radius estimated in feet.

APPENDIX B – TRANSPORTATION DATA

**TRANSPORTATION ASSESSMENT
FOR THE
HOLLYWOOD/BRONSON
RESIDENTIAL TOWER PROJECT**

HOLLYWOOD, CALIFORNIA



MAY 2021

PREPARED FOR
GONZALES LAW GROUP, APC

PREPARED BY



**TRANSPORTATION ASSESSMENT
FOR THE
HOLLYWOOD/BRONSON
RESIDENTIAL TOWER PROJECT
HOLLYWOOD, CALIFORNIA**

May 2021

Prepared for:

GONZALES LAW GROUP, APC

Prepared by:

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Chapter 1

Introduction

This study presents the transportation assessment for the proposed Hollywood/Bronson Residential Tower Project (Project) located at 1725, 1729, and 1739 North Bronson Avenue (Project Site) in the *Hollywood Community Plan* (Los Angeles Department of City Planning [LADCP], 1988) (the Hollywood Community Plan) area of the City of Los Angeles, California (City). The methodology and base assumptions used in the analysis were established in consultation with the Los Angeles Department of Transportation (LADOT).

PROJECT DESCRIPTION

The Project proposes a 24-story residential development with up to 128 apartment units (including 12 affordable units). The Project Site is located in City Council District 13 and is comprised of three parcels in the Los Angeles County Assessor's records (Assessor Parcel Numbers [APN] 5545-003-029, 5545-003014, and 5545-003-023). All previously existing buildings on the Project Site have been demolished except for The Lombardi House on APN 5545-003-029, which will remain on the Project Site until after Project implementation.

The Project would include approximately 134 parking spaces within three levels of above ground and one level of subterranean parking. The Project would also provide a total of 98 bicycle parking spaces, including nine short-term spaces and 89 long-term spaces. Primary vehicular access would be provided via two driveways: one along Bronson Avenue and one along Carlos Avenue. Both driveways would accommodate right-turn and left-turn ingress and egress movements. Pedestrian and bicycle access would be provided separate from the vehicular access via a lobby entrance on Bronson Avenue and additional entrances on Carlos Avenue.

The conceptual Project site plan is shown in Figure 1.

PROJECT LOCATION

As illustrated in Figure 2, the Project Site is generally bounded by Carlos Avenue to the north, Bronson Avenue to the east, adjacent commercial uses to the south, and the Los Angeles Superior Court facility and parking lot to the west. Bronson Avenue provides primary local and regional access to the Project Site. The Hollywood Freeway (US 101) travels below the Bronson Avenue overpass directly across the street from the Project Site. The most direct route to US 101 is via Hollywood Boulevard, located approximately 100 feet southeast of the Project Site.

The Project is located within 0.25 miles of Los Angeles County Metropolitan Transportation Authority (Metro) bus stops serving Lines 180, 181, and 217 at Bronson Avenue & Hollywood Boulevard (Intersection #4), Line 207 at Bronson Avenue & Franklin Avenue (Intersection #1), and LADOT Downtown Area Short Hop (DASH) Hollywood Clockwise and Hollywood Counterclockwise lines at Bronson Avenue & Franklin Avenue (Intersection #1). The Metro B Line Hollywood/Vine station for is located less than 0.50 miles west of the Project Site.

STUDY SCOPE

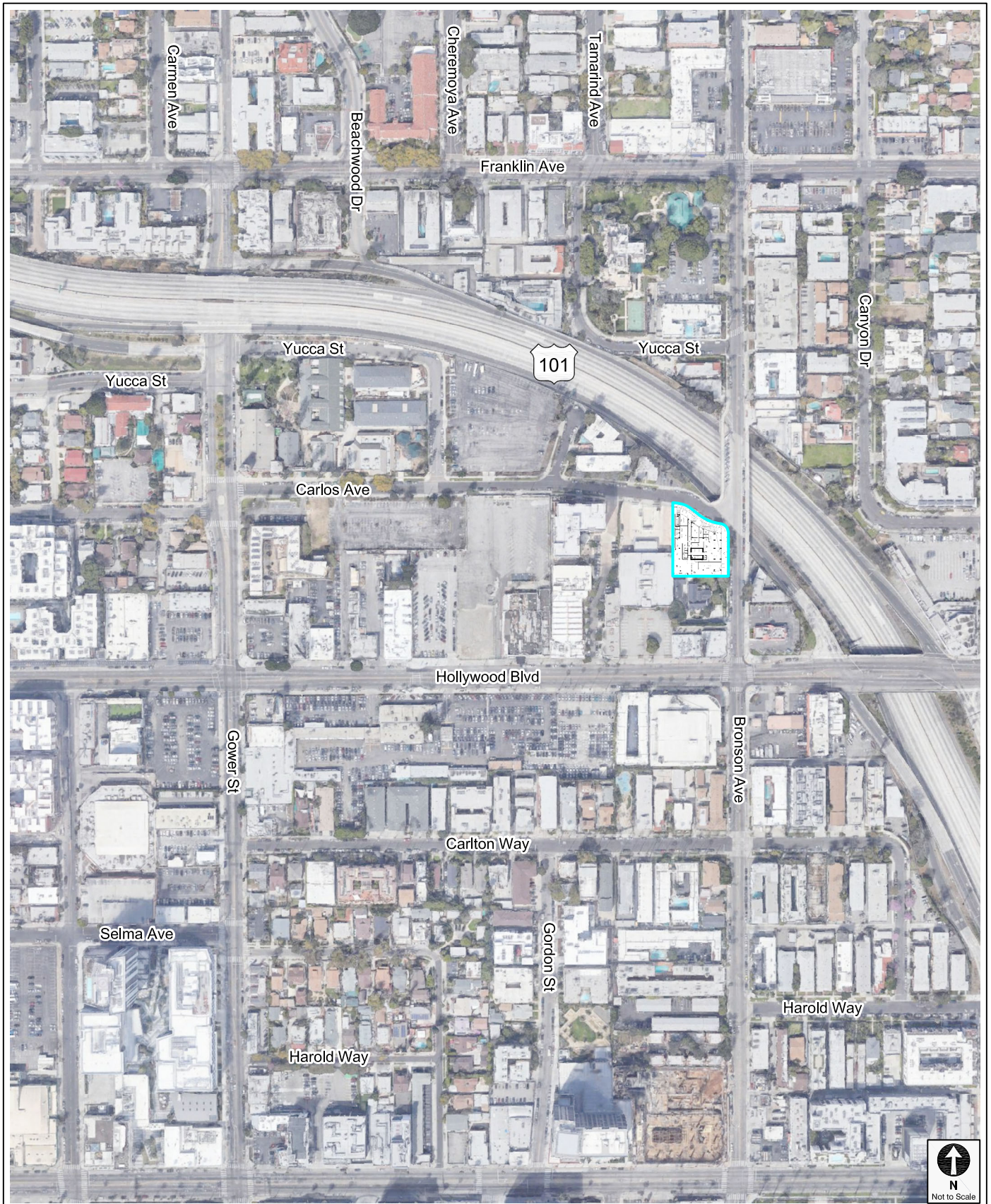
The scope of analysis for this study was developed in consultation with LADOT and is consistent with the LADOT *Transportation Assessment Guidelines* (July 2020) (TAG) and in compliance with the California Environmental Quality Act (CEQA) Guidelines (California Code of Regulations, Title 14, Section 15000 and following).

The base assumptions and technical methodologies (i.e., vehicle miles traveled [VMT], trip generation, study locations, analysis methodology, etc.) were identified and agreed to in a Transportation Assessment Memorandum of Understanding (MOU), which was reviewed and approved by LADOT on February 10, 2021. A copy of the signed MOU is provided in Appendix A.

ORGANIZATION OF REPORT

This report is divided into six chapters, including this introduction. Chapter 2 describes the Project Context including the study area and existing and future cumulative transportation conditions.

Chapter 3 presents the Project Traffic including the Project trip generation, trip distribution, and trip assignment. Chapter 4 details the CEQA Analysis of Transportation Impacts including TAG Thresholds T-1 through T-3 and the LADOT Freeway Safety Analysis. Chapter 5 discusses the Non-CEQA Transportation Analyses including the pedestrian, bicycle, and transit assessments, Project access, safety, and circulation assessments, residential street cut-through analysis, construction impact analysis, and parking analysis. Finally, Chapter 6 summarizes the analyses and study conclusions. The appendices contain supporting documentation, including the MOU that outlines the study scope and assumptions, and additional details supporting the technical analyses.



PROJECT SITE LOCATION

FIGURE
2

Chapter 2

Project Context

A comprehensive data collection effort was undertaken to develop a detailed description of existing and future conditions in the Project Study Area. The Existing Conditions analysis includes an assessment of the existing freeway and street systems, an analysis of traffic volumes and current operating conditions, and an assessment of the existing public transit service, as well as pedestrian and bicycle circulation, at the time environmental analysis commenced in Year 2021. An inventory of lane configurations, signal phasing, parking restrictions, etc., for the analyzed intersections was also collected, along with peak period traffic counts.

In addition, this Chapter contains a discussion of the future conditions detailing the assumptions used to develop the Future without Project Conditions in Year 2024, which correspond to anticipated occupancy of the Project.

STUDY AREA

The Study Area includes four study intersections along Bronson Avenue and Gower Street as shown in Figure 3. The intersections were selected in consultation with LADOT based on the following factors identified in the TAG:

1. Primary Project driveway(s)
2. Intersections at either end of the block on which the Project is located or up to 600 feet from the primary Project driveway(s)
3. Unsignalized intersections that are adjacent to the Project site or that are expected to be integral to the Project's site access and circulation plan
4. Signalized intersections in proximity to the Project site where 100 or more net new Project trips would be added

As listed in Table 1, the four study intersections identified for detailed analysis of the above conditions include three signalized intersections and one unsignalized intersection. The existing lane configurations at the analyzed intersections are provided in Figure 4.

EXISTING TRANSPORTATION CONDITIONS

Existing Street System

The existing street system in the Study Area consists of a regional roadway system including freeways, arterials, collector, and local streets that provide regional, sub-regional, or local access and circulation within the Study Area. These transportation facilities generally provide two to six travel lanes and usually allow parking on either side of the street. Typically, the speed limits range between 25 and 35 miles per hour (mph) on the streets and between 55 and 65 mph on freeways.

Street classifications are designated in *Mobility Plan 2035, An Element of the General Plan* (LADCP, September 2016) (Mobility Plan) and incorporated in the Hollywood Community Plan. The Mobility Plan defines specific street standards to provide an enhanced balance between traffic flow and other important street functions including transit routes and stops, pedestrian environments, bicycle routes, building design and site access, etc. Per the Mobility Plan, street classifications are defined as follows:

- Freeways are high-volume, high-speed roadways with limited access provided by interchanges that carry regional traffic through and do not provide local access to adjacent land uses.
- Arterial Streets are major streets that serve through traffic, as well as provide access to major commercial activity centers. Arterials are divided into two categories:
 - Boulevards represent the widest Arterial Streets that typically provide regional access to major destinations and include two categories:
 - Boulevard I provides up to four travel lanes in each direction with a target operating speed of 40 mph, and generally includes a right-of-way (ROW) width of 136 feet and pavement width of 100 feet.
 - Boulevard II provides up to three travel lanes in each direction with a target operating speed of 35 mph, and generally includes a ROW width of 110 feet, and pavement widths of 80 feet.

- Avenues are typically narrow arterials that pass through both residential and commercial areas and include three categories:
 - Avenue I provides up to two travel lanes in each direction with a target operating speed of 35 mph, with a ROW width of 100 feet and pavement width of 70 feet.
 - Avenue II provides up to two travel lanes in each direction with a target operating speed of 30 mph, with a ROW width of 86 feet and pavement width of 56 feet.
 - Avenue III provides up to two travel lanes in each direction with a target operating speed of 25 mph, with a ROW width of 72 feet and pavement width of 46 feet.
- Collector Streets are generally located in residential neighborhoods and provide access to and from Arterial Streets for local traffic and are not intended for cut-through traffic. They provide one travel lane in each direction with operating speed of 25 mph, with a ROW width generally at 66 feet and pavement width of 40 feet.
- Local Streets are intended to accommodate lower volumes of vehicle traffic and provide parking on both sides of the street. They provide one travel lane in each direction with a target operating speed of 15 to 20 mph. Pavement widths may vary between 30-36 feet within a ROW width of 50-60 feet. Local Streets include two categories:
 - Continuous Local Streets connect to other streets at both ends
 - Non-continuous Local Streets lead to a dead-end

Primary regional access to the Project Site is provided by US 101 within the Study Area. The arterial providing access to the Project Site is Bronson Avenue. The following is a brief description of the roadways in the Study Area, including their classifications under the Mobility Plan:

Freeways

- US 101 – US 101 is a freeway that generally runs in the north-south direction and is located approximately 100 feet north of the Project Site. Nearest to the Study Area, US 101 provides four travel lanes in each direction. Access to and from US 101 is available via interchanges along Hollywood Boulevard approximately 250 feet southeast of the Project Site.

Roadways

- Bronson Avenue – Bronson Avenue is a designated Modified Avenue III and generally travels in the north-south direction within the Study Area. It is located along the eastern boundary of the Project Site and provides two travel lanes, one lane in each direction.

Unmetered parking is generally available on both sides of the street, with two-hour time restrictions on the west side of the street north of Yucca Street, within the Study Area. The approximate paved width of Bronson Avenue is 40 feet within the Study Area.

- Franklin Avenue – Franklin Avenue is a designated Modified Avenue II and generally travels in the east-west direction. It is located north of the Project Site and provides four travel lanes, two lanes in each direction, with left-turn lanes at major intersections. Franklin Avenue currently has Class III bicycle routes on both sides of the street within the Study Area. Unmetered parking is generally available on both sides of the street, with two-hour time restrictions on the south side of the street west of Bronson Avenue, within the Study Area. Travel lanes are typically 11 to 12 feet wide, and the approximate paved width of Franklin Avenue is 55 feet within the Study Area.
- Hollywood Boulevard – Hollywood Boulevard is a designated Avenue I and generally travels in the east-west direction. It is located south of the Project Site and provides four travel lanes, two lanes in each direction, with left-turn lanes at major intersections. Two-hour, unmetered parking is generally available on both sides of the street within the Study Area. Travel lanes are typically 11-12 feet wide, and the approximate paved width of Hollywood Boulevard is 58-60 feet within the Study Area.
- Gower Street – Gower Street is a designated Modified Avenue III and generally travels in the north-south direction within the Study Area. It is located west of the Project Site and provides four travel lanes, two lanes in each direction, with a raised median north of Carlos Avenue, a two-way left-turn lane south of Carlos Avenue, and left-turn lanes at major intersections. Unmetered parking is generally available on both sides of the street north of Carlos Avenue and the west side of the street south of Carlos Avenue within the Study Area. Travel lanes are typically 11-12 feet wide, and the approximate paved width of Gower Street is 60-75 feet within the Study Area.
- Carlos Avenue – Carlos Avenue is a designated Local Street and generally travels in the east-west direction. It is located along the northern boundary of the Project Site, terminating at Bronson Avenue, and provides two travel lanes, one lane in each direction. Unmetered parking is generally available on the north side of the street west of La Baig Avenue and on both sides of the street east of Tamarind Avenue within the Study Area. The approximate paved width of Carlos Avenue is 25-32 feet within the Study Area.

The existing mobility facilities at each of the analyzed study intersections are detailed in Figure 5 and the Mobility Plan street designations within the Study Area are shown in Figure 6.

Existing Pedestrian Facilities

The walkability of existing facilities is based on the availability of pedestrian routes necessary to accomplish daily tasks without the use of an automobile. These attributes are quantified by WalkScore.com and assigned a score out of 100 points. With the various commercial businesses

and cultural facilities adjacent to residential neighborhoods, the walkability of the area is approximately 88 points¹. This compares to the walk score of 67 points for the adjacent Hollywood United neighborhood.

Currently surrounding the Project frontage, sidewalks along both sides of Bronson Avenue and Carlos Avenue provide complete pedestrian connections. The intersections of Bronson Avenue & Franklin Avenue (Intersection #1), Gower Street & Carlos Avenue (Intersection #2), and Bronson Avenue & Hollywood Boulevard (Intersection #4) provide signalized pedestrian crossings near the Project Site with pedestrian phasing, continental crosswalk striping, and Americans with Disabilities Act (ADA) accessible curb ramps. The existing pedestrian facilities provided at the study intersections are further detailed in Figure 5.

Pedestrian destinations within 0.25 miles of the Project Site are illustrated in Figure 6, including various commercial uses located along Franklin Avenue and Hollywood Boulevard.

Existing Bicycle System

Based on *2010 Bicycle Plan, A Component of the City of Los Angeles Transportation Element* (LADCP, adopted March 1, 2011) (2010 Bicycle Plan), the existing bicycle system consists of a limited network of bicycle lanes (Class II) and bicycle routes (Class III). Class II bicycle lanes are a component of street design with dedicated striping, separating vehicular traffic from bicycle traffic. Class III bicycle routes and bicycle-friendly streets are those where motorists and cyclists share the roadway and there is no separated striping for bicycle travel. Bicycle routes and bicycle-friendly streets are preferably placed on Collector and lower volume Arterial Streets. Bicycle routes with shared lane markings, or “sharrows”, remind bicyclists to ride farther from parked cars to prevent collisions, increase awareness of motorists that bicycles may be in the travel lane, and shows bicyclists the correct direction of travel. There are currently Class III bicycle routes along Franklin Avenue within the Study Area.

¹ Walk Score (www.walkscore.com) rates the Project Site with a score of 94 of 100 possible points (scores accessed on December 8, 2020 for 1489 Sunset Boulevard). Walk Score calculates the walkability of specific addresses by considering the ease of living in the neighborhood with a reduced reliance on automobile travel.

The components of the 2010 Bicycle Plan have been incorporated into the bicycle network of the Mobility Plan. The Mobility Plan consists of a Low-Stress Bikeway System and a Bicycle Lane Network (BLN). The Low-Stress Bikeway System is comprised of the Bicycle Enhanced Network (BEN), the Neighborhood Enhanced Network, and Bike Paths. The BEN includes protected bicycle lanes (Class IV), which provide bicycle infrastructure including cycle tracks, bicycle traffic signals, and demarcated areas to facilitate turns at intersections and along neighborhood streets. These Class IV networks typically provide mini-roundabouts, cross-street stop signs, crossing islands at major intersection crossings, improved street lighting, bicycle boxed, and bicycle-only left-turn pockets. The Neighborhood Enhanced Network (NEN) and Bicycle Paths are relatively unchanged from the 2010 Bicycle Plan.

Existing Transit System

The Project Study Area includes a 0.50-mile radius around the Project Site as well as a 0.25-mile radius around each study intersection, as shown in Figure 3, and is served by bus lines operated by Metro and LADOT. Figure 7 illustrates the existing transit service and transit stops within the Study Area.

Table 2 summarizes the transit lines operating in the Study Area for each of the service providers in the region, the type of service (peak vs. off-peak, express vs. local), and the frequency of service, as described above. The average frequency of transit service during the peak hour was derived from the number of peak-period stops made nearest the Project Site.

Tables 3A and 3B summarize the total residual capacity of the Metro and LADOT bus lines during the morning and afternoon peak hours based on the frequency of service of each line and the maximum seated and standing capacity of each bus. As shown in Tables 3A and 3B, the transit lines within 0.25 miles walking distance of the Project Site currently have available capacity for 800 additional riders during the morning peak hour and 792 additional riders during the afternoon peak hour. The transit lines with bus stops or stations located more than 0.25 miles from the Project Site were not included.

Vision Zero

As described in *Vision Zero: Eliminating Traffic Deaths in Los Angeles by 2025* (City of Los Angeles, August 2015), Vision Zero is a traffic safety policy that promotes strategies to eliminate transportation-related collisions that result in severe injury or death. Vision Zero has identified the High Injury Network (HIN), a network of streets included based on collision data from the last five years, where strategic investments will have the biggest impact in reducing death and severe injury. Within the Study Area, Franklin Avenue east of Beachwood Drive and Hollywood Boulevard are identified in the HIN.

Existing Traffic Volumes

Traffic count data collection is generally conducted during times with typical travel demand patterns (i.e., when local schools are in session, businesses in full operation, weeks without holidays, etc.). Due to the ongoing Safer at Home/Safer LA: Emergency Orders² in response to the COVID-19 pandemic, typical traffic patterns are disrupted and LADOT is allowing the use of historical traffic count data with application of an adjustment factor.

Historical weekday morning (7:00 AM to 10:00 AM) and afternoon (3:00 PM to 6:00 PM) peak hour traffic count data from Year 2018 was compiled for three of the four study intersections. The historical traffic counts were then increased at a rate of 1% per year to estimate Existing Year 2021 traffic volumes. Historic counts are not available at Bronson Avenue & Carlos Avenue (Intersection #3), a two-way stop-controlled intersection adjacent to the Project Site. Thus, peak hour traffic volume estimation at this location was developed based on available historical peak hour intersection counts and turning movement data at adjacent intersections.

The existing peak hour traffic volumes, representing Existing Conditions in Year 2021, are illustrated in Figure 8. The traffic count details are provided in Appendix B.

² The standing public health orders issued by the City and/or County of Los Angeles beginning March 2020 and remaining in effect until further notice.

FUTURE CUMULATIVE TRANSPORTATION CONDITIONS

The forecast of Future without Project Conditions was prepared in accordance with procedures outlined in the TAG. Specifically, two requirements are provided for developing the cumulative traffic volume forecast:

“The Transportation Assessment must estimate ambient traffic conditions for the study horizon year selected during the scoping phase and recorded in the executed MOU. The study must clearly identify the horizon year and annual ambient growth rate used for the study. The horizon year should align with the development project’s expected completion year. For development projects constructed in phases over several years, the Transportation Assessment should analyze intermediary milestones before the buildout and completion of the project. The annual ambient growth rate shall be determined by LADOT staff during the scoping process and can be based on an adopted TSP, the most recent SCAG regional transportation model, the citywide transportation model, or other empirical information approved by LADOT.

“The Transportation Assessment must consider related projects. For related development projects, this should include the associated trip generation for known development projects within one-half mile (2,640 foot) radius of the project site and one-quarter mile (1,320 foot) radius of the farthest outlying study intersections. Consultation with the Department of City Planning and LADOT may be required to compile the related projects list. The City’s ZIMAS database can be used to assist in identifying development projects that have submitted applications to the City of Los Angeles. Project access and circulation constraints would be determined by adding project-generated trips to future base traffic volumes including ambient growth and related projects and conducting the operational analysis.”

The ambient growth factor discussed below likely includes some traffic increases resulting from the Related Projects. Therefore, through some inherent double counting of vehicles, the traffic analysis provides a highly conservative estimate of Future without Project traffic volumes.

The Future without Project traffic volumes, therefore, include ambient growth, which reflects increase in traffic due to regional growth and development outside the Study Area, as well as traffic generated by ongoing or entitled projects near or within the Study Area.

Ambient Traffic Growth

Existing traffic is expected to increase as a result of regional growth and development outside the Study Area. Based on discussions with LADOT during the MOU process, an ambient growth

factor of 1% per year compounded annually was applied to be conservative by adjusting the existing traffic volumes to reflect the effects of the regional growth and development by Year 2024. The total adjustment applied over the four-year period between Year 2021 and the anticipated buildout year of the Project was 3.03%. This growth factor accounts for increases in traffic due to potential projects plus projects not yet proposed and projects located outside the Study Area.

Related Projects

In accordance with the CEQA Guidelines, this study also considers the effects of the Project on other developments either proposed, approved, or under construction (collectively, the Related Projects). Including this analysis step, the potential impact of the Project is evaluated within the context of past, present, and probable future developments capable of producing cumulative impacts. In accordance with the procedures outlined in the TAG, Related Projects within 0.50 miles of the Project Site and within 0.25 miles of any study intersection were considered for analysis.

The list of Related Projects is based on information provided by LADCP and LADOT in January 2021, as well as recent studies of development projects in the area. The Related Projects are detailed in Table 4 and their approximate locations shown in Figure 9. Though the buildout years of many of these Related Projects are uncertain and may be well beyond the buildout year of the Project, and notwithstanding that some may never be approved or developed, they were all considered as part of this Study and conservatively assumed to be completed by the Project buildout Year 2024. Therefore, the traffic growth due to the development of Related Projects considered in this analysis is highly conservative and, by itself, substantially overestimates the actual traffic volume growth in the Hollywood area that would likely occur in the next three years prior to Project buildout. With the addition of the 1% per year ambient growth factor previously discussed, the Future without Project Condition is even more conservative.

In addition, the list of Related Projects includes the City's draft update to the Hollywood Community Plan, which is currently in the environmental review stages. Based on preliminary information available from the City, the updated Hollywood Community Plan will propose updates to land use policies and plans that would primarily increase commercial and residential development potential in and near the Regional Center Commercial portion of the community and along selected corridors in the Hollywood Community Plan area. Corresponding decreases in development potential would

be primarily focused on low- to medium-scale multi-family residential neighborhoods to conserve existing density and intensity of those neighborhoods. The Hollywood Community Plan update, once adopted, will be a long-range plan designed to accommodate population, housing, and employment growth in Hollywood until Year 2040. Only the initial period of any such projected growth, which is accounted for in the ambient growth factor, would overlap with the Project's future baseline forecast, as the Project would be completed in Year 2024, well before the update to the Hollywood Community Plan's horizon year.

It can be assumed that the projected growth reflected by the list of Related Projects, which in itself is a conservative assumption, as discussed above, would account for any overlapping growth that may be assumed by the updated Hollywood Community Plan upon its adoption. With the addition of the ambient growth factor previously discussed, the Future without Project Conditions is even more conservative. Using these assumptions, the potential operational traffic impacts of the Project were evaluated. The development of estimated traffic volumes added to the study intersections as a result of Related Projects involves the use of a three-step process: trip generation, trip distribution, and trip assignment.

Trip Generation. Trip generation estimates for the Related Projects were provided by LADOT or were calculated using a combination of previous study findings and the trip generation rates contained in *Trip Generation Manual, 10th Edition* (Institute of Transportation Engineers [ITE], 2017). The Related Projects trip generation estimates summarized in Table 4 are conservative in that they do not in every case account for either the trips generated by the existing uses to be removed or the likely use of other travel modes (e.g., transit, bus, bicycling, walking, carpool, etc.) Further, in many cases, they do not account for the internal capture trips within a multi-use development or for the interaction of trips between multiple Related Projects, in which one Related Project serves as the origin for a trip destined for another Related Project.

Trip Distribution. The geographic distribution of the traffic generated by the Related Projects is dependent on several factors. These include the type and density of the proposed land uses, the geographic distribution of the population from which the employees/residents and potential patrons of the proposed developments are drawn, and the location of these projects in relation to the surrounding street system. These factors are considered along with logical travel routes through the street system to develop a reasonable pattern of trip distribution.

Traffic Assignment. The trip generation estimates for the Related Projects were assigned to the local street system using the trip distribution pattern described above. Figure 10 shows the peak hour traffic volumes associated with these Related Projects at the four study intersections.

Future without Project Traffic Volumes

The Future without Project Conditions peak hour traffic volumes include the combination of Existing Conditions traffic volumes, ambient growth to Year 2024, and Related Project traffic. These volumes at the four study intersections are shown in Figure 11.

Future Roadway Improvements

The analysis of Future Conditions accounted for roadway improvements that were funded and reasonably expected to be implemented prior to the buildout of the proposed Project. Any roadway improvement that would result in changes to the physical configuration at the study intersections would be incorporated into the analysis. Other proposed traffic / trip reduction strategies such as transportation demand management (TDM) programs for individual buildings and developments were omitted from the Future Conditions analyses. The following plans were evaluated for their potential effects on the future roadway configurations.

Mobility Plan. In the Mobility Plan, the City identifies key corridors as components of various “mobility-enhanced networks.” Each network is intended to focus on improving a particular aspect of urban mobility, including transit, neighborhood connectivity, bicycles, pedestrians, and vehicles. The specific improvements that may be implemented in those networks have not yet been identified, and there is no schedule for implementation; therefore, no changes to intersection lane configurations were made because of the Mobility Plan. However, the following mobility-enhanced networks included corridors within the Study Area and are depicted in Figure 12:

- **Transit Enhanced Network (TEN):** The TEN aims to improve existing and future bus services through reliable and frequent transit service in order to increase transit ridership, reduce single-occupancy vehicle trips, and integrate transit infrastructure investments

within the surrounding street system. Hollywood Boulevard is designated as part of the TEN.

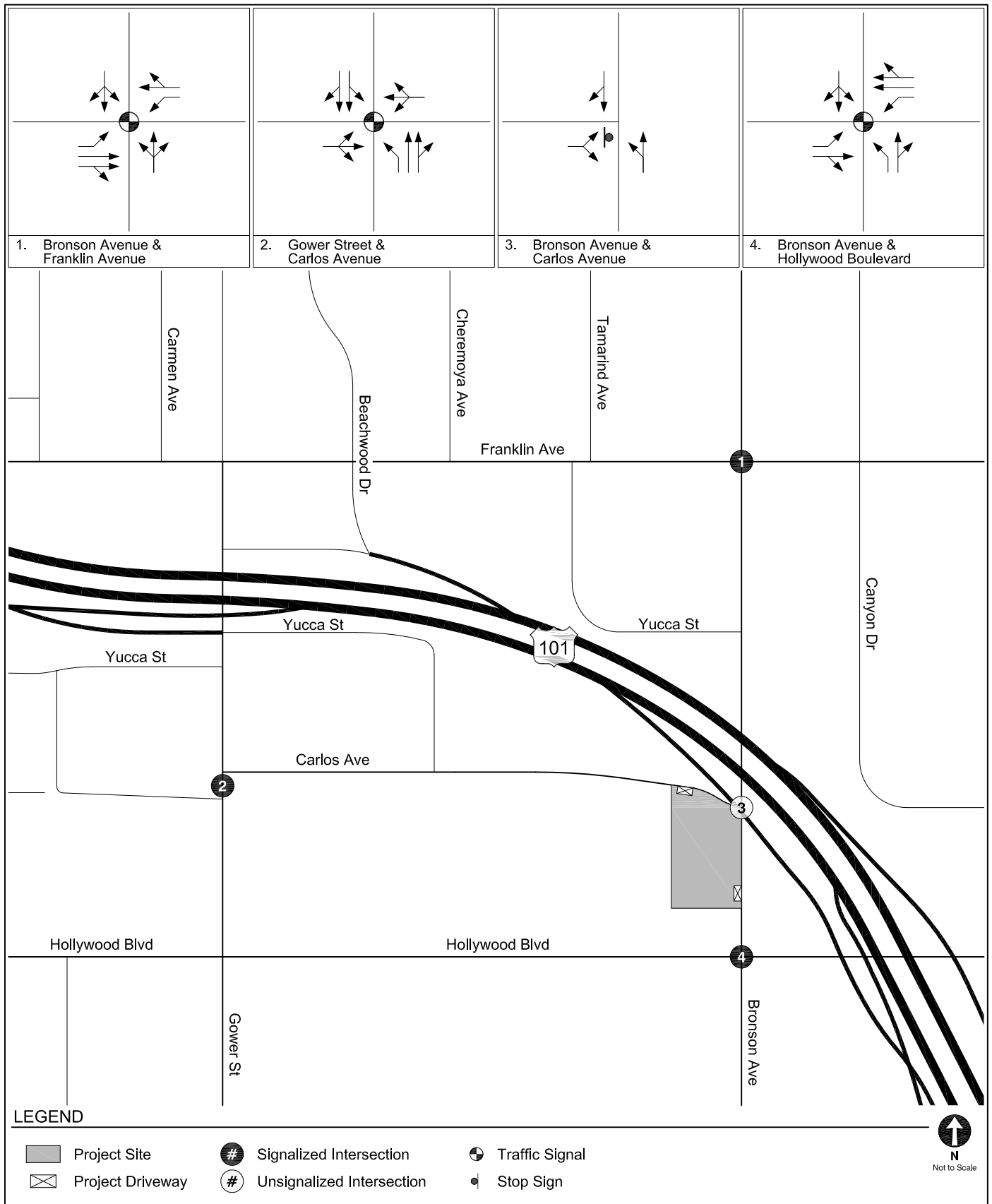
- NEN: The NEN reflects the synthesis of the bicycle and pedestrian networks and serves as a system of Local Streets that are slow moving and safe enough to connect neighborhoods through active transportation. Several streets within the Study Area are designated parts of the NEN, including Franklin Avenue, Carlos Avenue, Selma Avenue west of Gower Street, Bronson Avenue between Yucca Street and Carlos Avenue and between Hollywood Boulevard and Carlton Way, Carlton Way east of Bronson Avenue, Canyon Drive south of Carlton Way, and Harold Way east of Canyon Drive.
- BEN: Within the Study Area, Hollywood Boulevard has been identified as part of the BEN.
- Pedestrian Enhanced District (PED): The Mobility Plan aims to promote walking to reduce the reliance on automobile travel by providing more attractive and pedestrian-friendly sidewalks, as well as adding pedestrian signalizations, street trees, and pedestrian-oriented design features. Several streets within the Study Area are designated PEDs, where pedestrian improvements could be prioritized to provide better connectivity to and from major destinations within communities, including Franklin Avenue west of Van Ness Avenue, Gower Street between Carlos Avenue and Carlton Way, Bronson Avenue between Carlos Avenue and Carlton Way, and Hollywood Boulevard west of Van Ness Avenue and east of Wilton Place.

Safe Routes to School. The Safe Routes to School program seeks to enhance pedestrian safety and comfort on routes to and from school. The program invests in “school zone projects, neighborhood street projects and traffic safety education” and includes improvements such as continental and scramble crosswalks, curb extensions and ramps, rectangular rapid flashing beacons, traffic signals, and bicycle facilities. The nearest school to the Project Site is Grant Elementary School on Wilton Place south of Hollywood Boulevard, approximately 0.25 miles southeast of the Project Site. The Grant Elementary School Safe Routes to School Plan identifies several infrastructure improvements projects along Hollywood Boulevard, Carlton Way, Harold Way, and Sunset Boulevard. No improvements are identified at any of the four study intersections, and the Project is located outside of the Grant Elementary School Safe Routes to School Plan area.



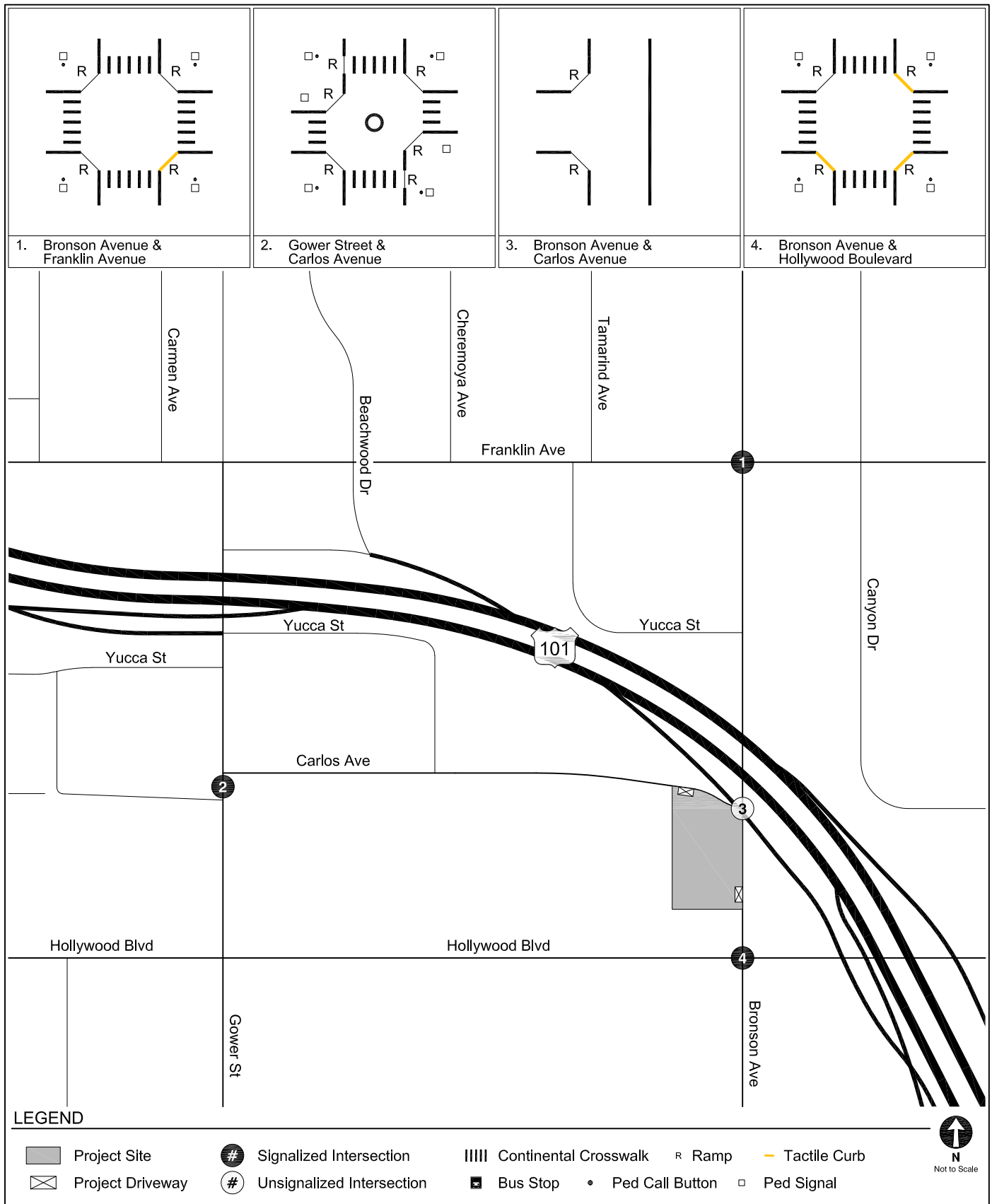
STUDY AREA & ANALYZED INTERSECTIONS

FIGURE
3



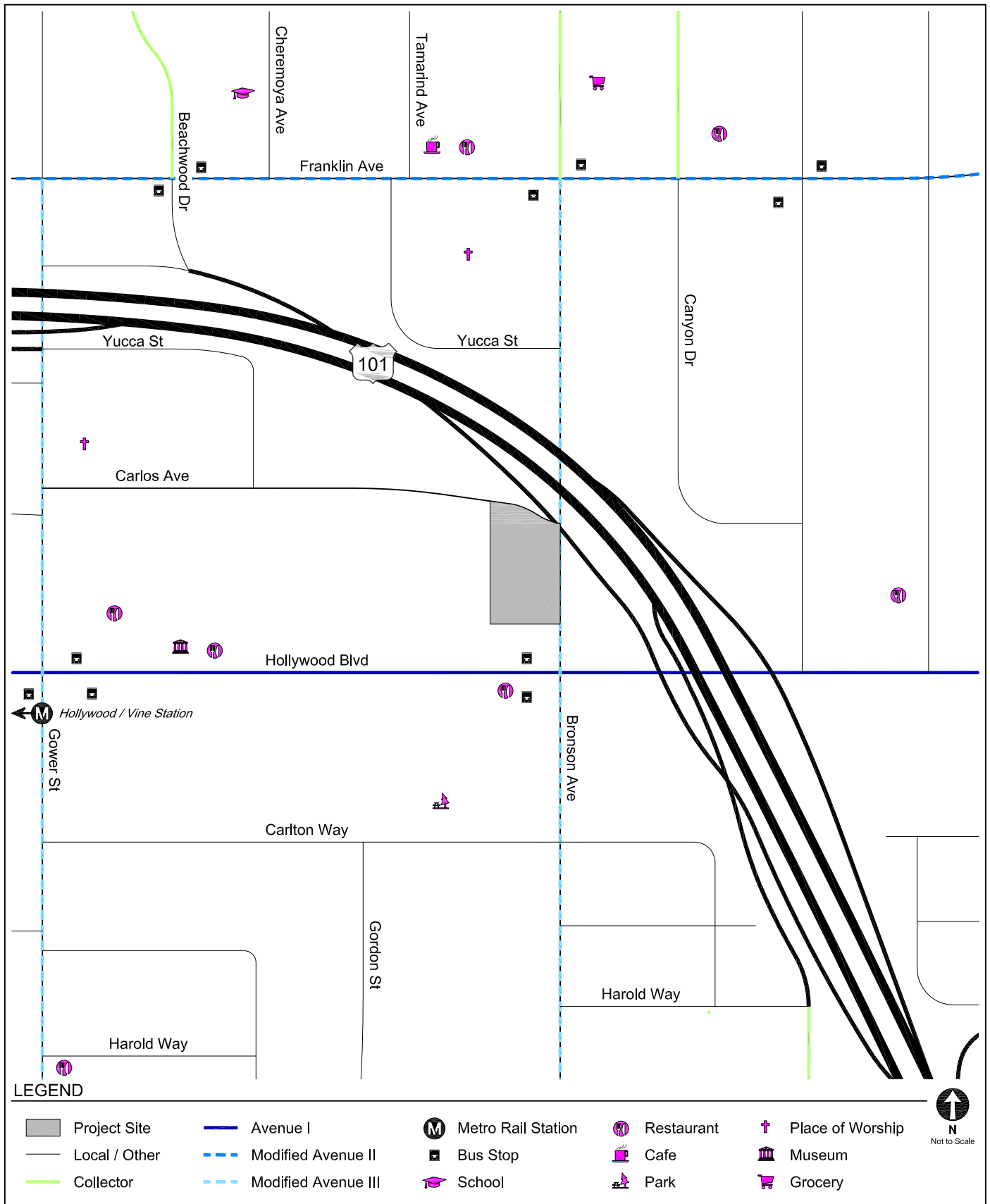
INTERSECTION LANE CONFIGURATIONS

FIGURE
4



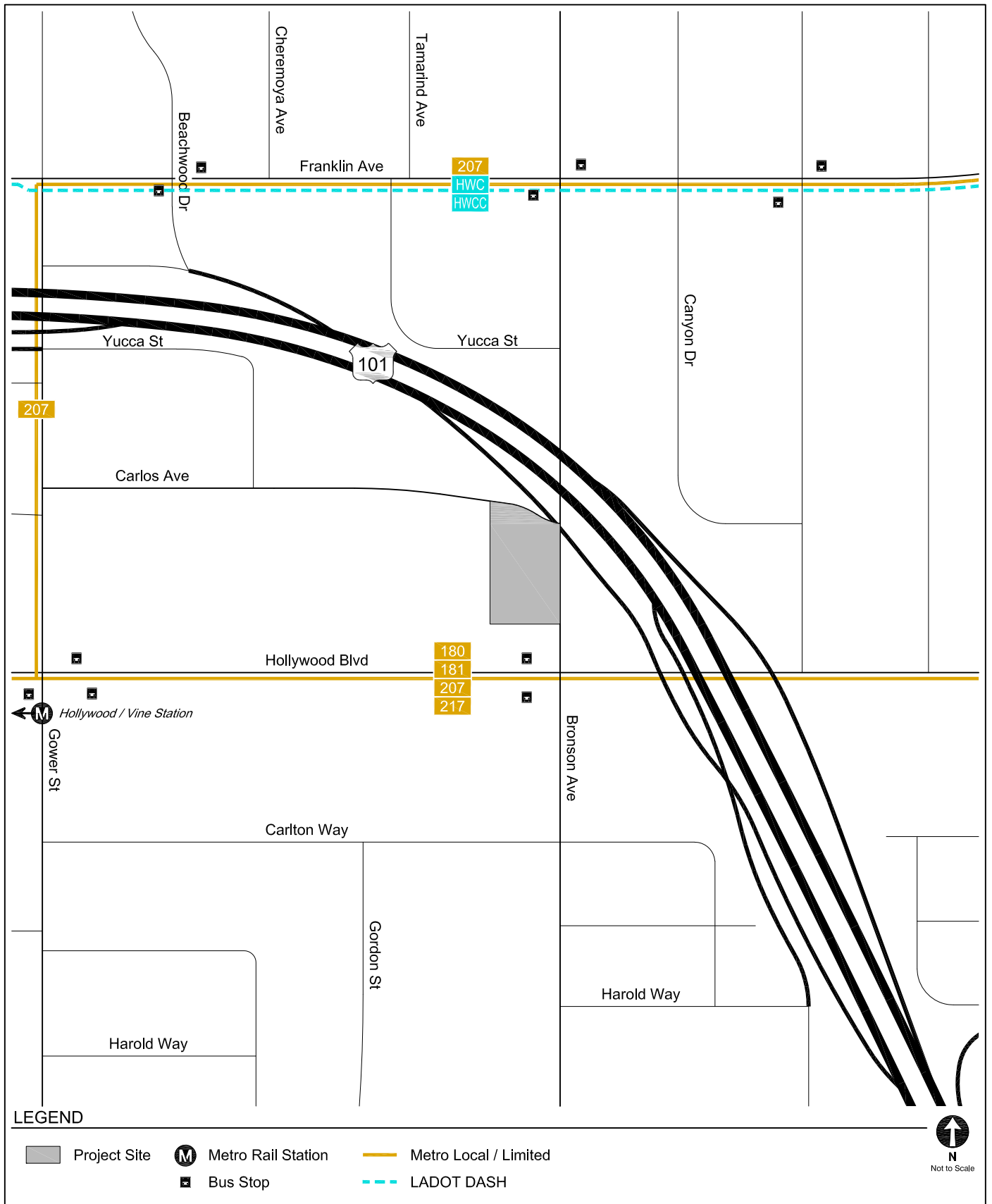
EXISTING INTERSECTION MOBILITY FACILITIES

FIGURE
5



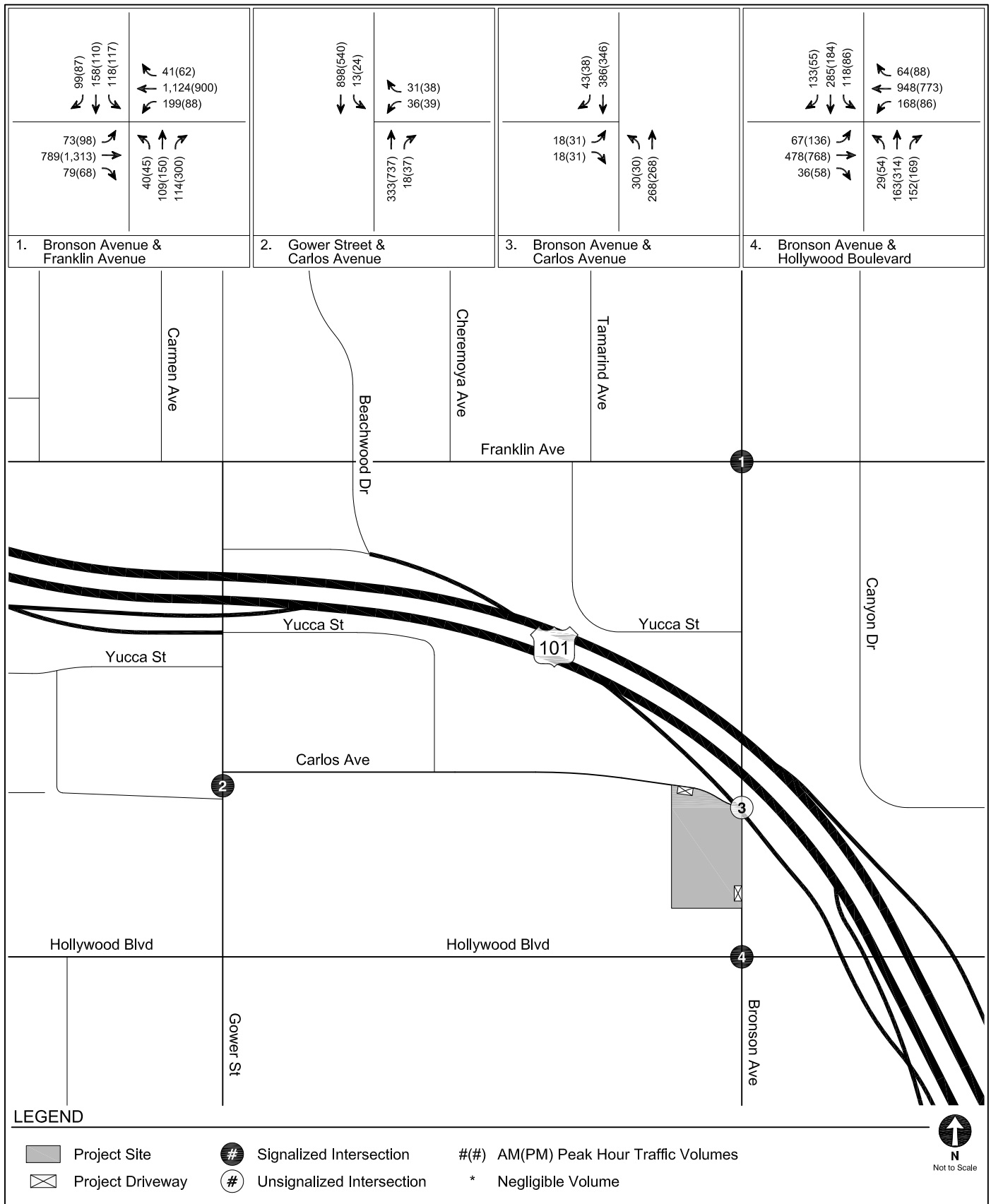
EXISTING TRANSPORTATION DESIGNATIONS & PEDESTRIAN DESTINATIONS

FIGURE
6



EXISTING TRANSIT SERVICE

FIGURE
7



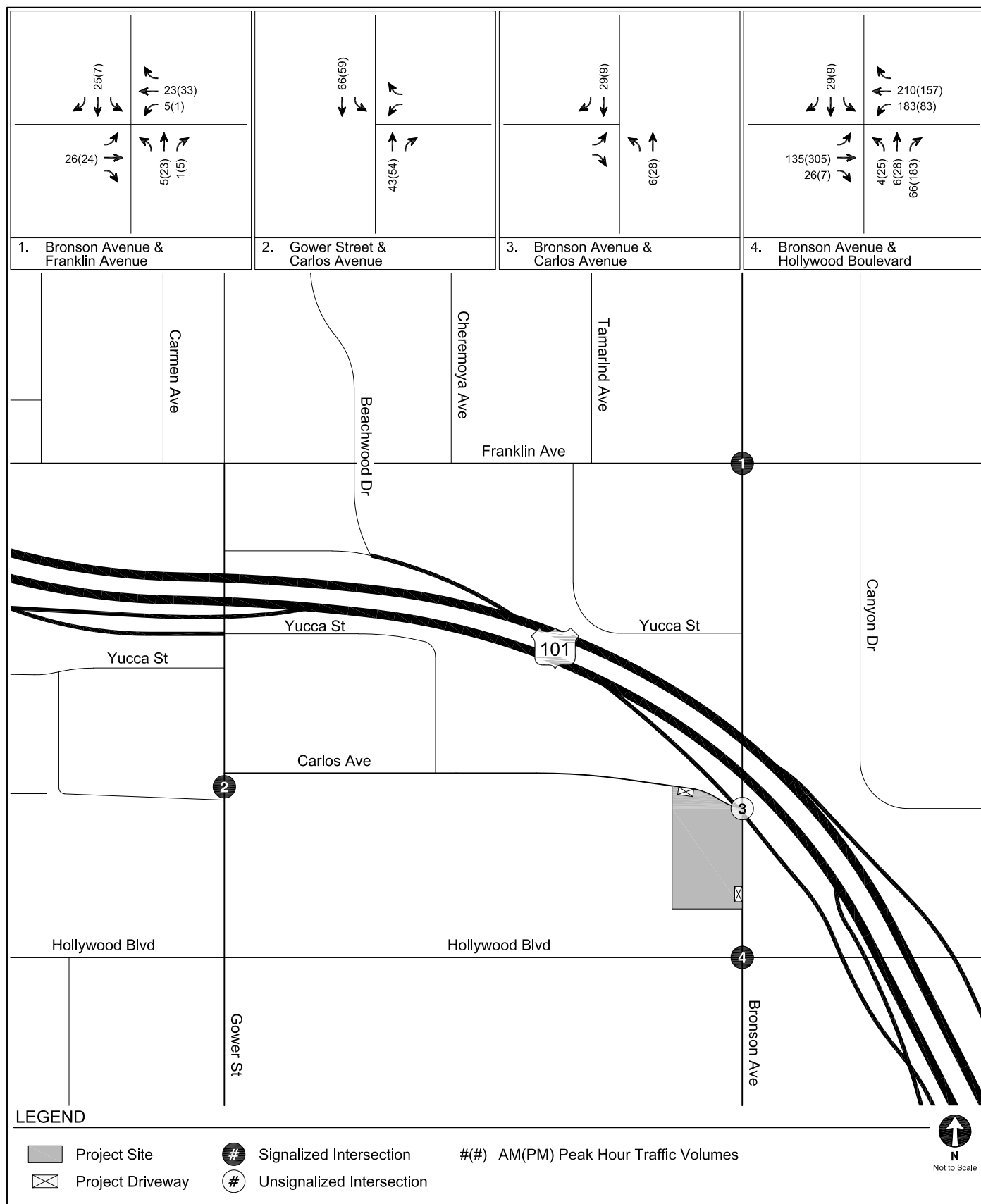
EXISTING CONDITIONS (YEAR 2021)
PEAK HOUR TRAFFIC VOLUMES

FIGURE
8



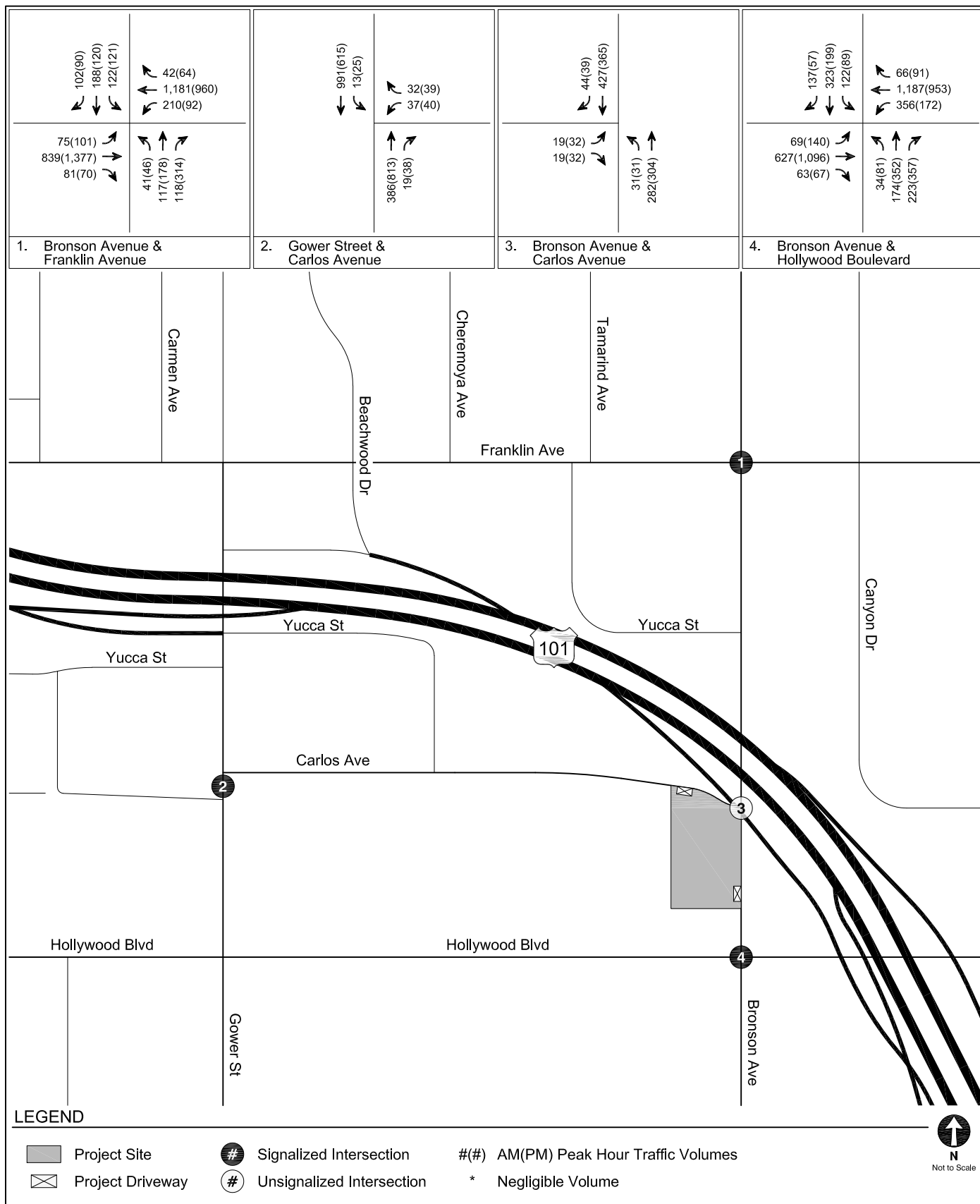
LOCATIONS OF RELATED PROJECTS

FIGURE
9



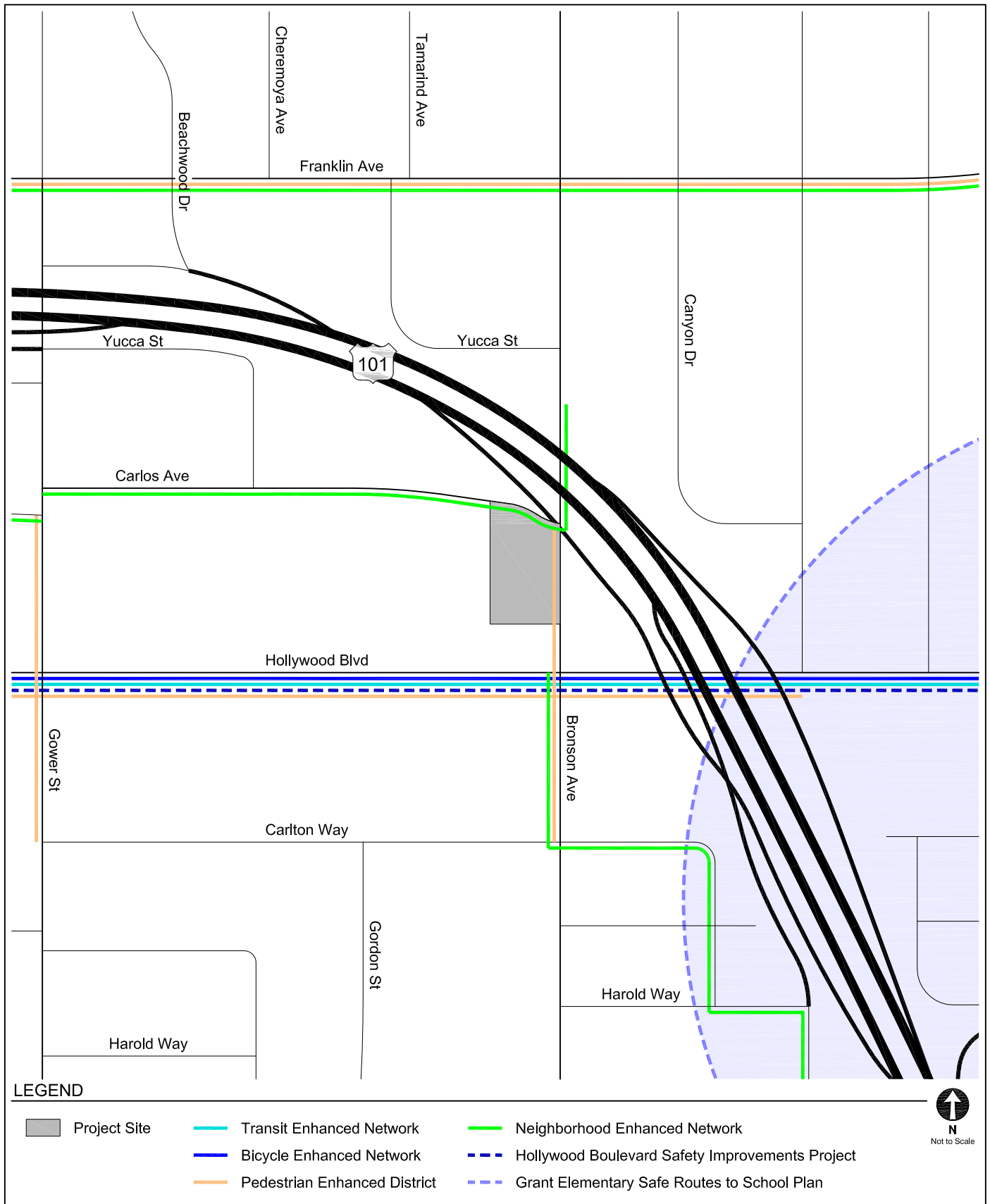
RELATED PROJECT-ONLY
PEAK HOUR TRAFFIC VOLUMES

FIGURE
10



FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2024)
PEAK HOUR TRAFFIC VOLUMES

FIGURE
11



FUTURE TRANSPORTATION FACILITIES & ROADWAY MODAL PRIORITIES

FIGURE
12

TABLE 1
STUDY INTERSECTIONS

No.	North/South Street	East/West Street
1.	Bronson Avenue	Franklin Avenue
2.	Gower Street	Carlos Avenue
3. [a]	Bronson Avenue	Carlos Avenue
4.	Bronson Avenue	Hollywood Boulevard

Notes:

[a] Unsignalized intersection.

**TABLE 2
EXISTING TRANSIT SERVICE IN STUDY AREA**

Provider, Route, and Service Area	Service Type	Hours of Operation	Average Headway (minutes)			
			Morning Peak Hour		Afternoon Peak Hour	
Metro Bus Service			NB/EB	SB/WB	NB/EB	SB/WB
180/181 Eastbound to Pasadena - Westbound to Hollywood via Los Feliz Boulevard and Colorado Boulevard	Local/Late Night	24-hours	17	17	16	16
207 Northbound to Hollywood - Southbound to Athens via Western Avenue	Local	24-hours	13	15	13	13
[a] 217 Northbound to Vermont/Sunset - Southbound to Howard Hughes Center via Hollywood Boulevard, Fairfax Avenue, and La Cienega Boulevard	Local/Late Night	24-hours	N/A	N/A	N/A	N/A
LADOT DASH Bus Service			NB/EB	SB/WB	NB/EB	SB/WB
HWC Hollywood Clockwise	Local	6:00 A.M. - 8:00 P.M.	30	N/A	30	N/A
HWCC Hollywood Counterclockwise	Local	6:00 A.M. - 8:00 P.M.	N/A	30	N/A	30

Notes:

Metro - Los Angeles County Metropolitan Transportation Authority. LADOT DASH - Los Angeles Department of Transportation Downtown Area Short Hop.

NB - Northbound. EB - Eastbound. SB - Southbound. WB - Westbound.

[a] Metro Line 217 Owl Route stops at the intersection of Bronson Avenue & Hollywood Boulevard between the hours of 10:00 P.M. and 4:30 A.M..

**TABLE 3A
TRANSIT SYSTEM CAPACITY IN STUDY AREA - MORNING PEAK HOUR**

Provider, Route, and Service Area		Capacity per Trip [a]	Peak Hour Ridership [b]				Average Remaining Capacity per Trip		Average Remaining Peak Hour Capacity	
			Peak Load		Average Load					
			NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
Metro Bus Service										
180/181	Eastbound to Pasadena - Westbound to Hollywood via Los Feliz Boulevard and Colorado Boulevard	50	10	9	6	6	44	44	154	154
207	Northbound to Hollywood - Southbound to Athens via Western Avenue	50	7	11	3	7	47	43	223	172
[c] 217	Northbound to Vermont/Sunset - Southbound to Howard Hughes Center via Hollywood Boulevard, Fairfax Avenue, and La Cienega Boulevard	50	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
LADOT DASH Bus Service										
HWC	Hollywood Clockwise	30	5	N/A	2	N/A	28	N/A	56	N/A
HWCC	Hollywood Counterclockwise	30	N/A	4	N/A	3	N/A	27	N/A	41
Total Remaining Peak Hour Transit System Capacity									800	

Notes:

Metro - Los Angeles County Metropolitan Transportation Authority. LADOT DASH - Los Angeles Department of Transportation Downtown Area Short Hop.

NB - Northbound. EB - Eastbound. SB - Southbound. WB - Westbound.

[a] Capacity assumptions:

Metro Bus - 40 seated / 50 standing

LADOT DASH Bus - 25 seated / 30 standing

[b] Based on ridership data provided by Metro in 2019 and LADOT in 2019

[c] Metro Line 217 Owl Route stops at the intersection of Bronson Avenue & Hollywood Boulevard between the hours of 10:00 P.M. and 4:30 A.M..

**TABLE 3B
TRANSIT SYSTEM CAPACITY IN STUDY AREA - AFTERNOON PEAK HOUR**

Provider, Route, and Service Area		Capacity per Trip [a]	Peak Hour Ridership [b]				Average Remaining Capacity per Trip		Average Remaining Peak Hour Capacity	
			Peak Load		Average Load					
			NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
Metro Bus Service										
180/181	Eastbound to Pasadena - Westbound to Hollywood via Los Feliz Boulevard and Colorado Boulevard	50	14	11	10	8	40	42	150	156
207	Northbound to Hollywood - Southbound to Athens via Western Avenue	50	4	25	3	16	47	34	225	162
[c] 217	Northbound to Vermont/Sunset - Southbound to Howard Hughes Center via Hollywood Boulevard, Fairfax Avenue, and La Cienega Boulevard	50	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
LADOT DASH Bus Service										
HWC	Hollywood Clockwise	30	9	N/A	2	N/A	28	N/A	56	N/A
HWCC	Hollywood Counterclockwise	30	N/A	6	N/A	2	N/A	28	N/A	42
Total Remaining Peak Hour Transit System Capacity									792	

Notes:

Metro - Los Angeles County Metropolitan Transportation Authority. LADOT DASH - Los Angeles Department of Transportation Downtown Area Short Hop.

NB - Northbound. EB - Eastbound. SB - Southbound. WB - Westbound.

[a] Capacity assumptions:

Metro Bus - 40 seated / 50 standing

LADOT DASH Bus - 25 seated / 30 standing

[b] Based on ridership data provided by Metro in 2019 and LADOT in 2019

[c] Metro Line 217 Owl Route stops at the intersection of Bronson Avenue & Hollywood Boulevard between the hours of 10:00 P.M. and 4:30 A.M..

**TABLE 4
RELATED PROJECTS LIST**

No.	Project	Address	Use	Trip Generation [a]						
				Daily	Morning Peak Hour			Afternoon Peak Hour		
					In	Out	Total	In	Out	Total
1.	Hollywood Central Park	Hollywood Freeway (US 101)	38 acre park, amphitheater and neighborhood uses	2,298	104	69	173	115	89	204
2.	5750 Hollywood	5750 Hollywood Blvd	161 apartment units and 4,747 sf commercial	1,180	22	66	88	68	38	106
3.	Hollywood Gower Mixed-Use	6100 W Hollywood Blvd	220 apartment units and 3,270 sf restaurant	1,439	24	76	100	86	46	132
4.	Mixed-Use	5901 Sunset Blvd	274,000 sf office and 26,000 sf supermarket	3,839	350	61	411	122	339	461
5.	Mixed-Use	5939 W Sunset Blvd	299 apartment units, 38,440 sf office and 5,064 sf of restaurant and 3,739 sf retail	3,731	152	191	343	182	152	334
6.	6140 Hollywood	6140 Hollywood Blvd	102 hotel rooms, 27 condominium units and 11,460 sf restaurant	1,782	76	62	138	78	58	136
7.	Sunset Bronson Studios	5800 W Sunset Blvd	404,799 sf office	2,690	356	48	404	64	314	378
8.	Mixed-Use	6220 W Yucca St	210 hotel rooms, 136 apartment units, 3,450 sf retail and 9,120 sf restaurant	2,652	88	111	199	130	85	215
9.	5600 Hollywood	5600 Hollywood Blvd	200 apartment units	722	16	43	59	35	24	59
10.	Sunset Gower Studios	1438 N Gower St	169,400 sf sound stage, 52,800 sf production support, 852,830 sf office and 6,516 sf restaurant	4,108	424	67	491	77	410	487
11.	Pantages Theater Office	6225 W Hollywood Blvd	210,000 sf office	1,918	243	33	276	43	411	254
12.	Modera Argyle	1546 N Argyle Ave	276 apartment units, 9,000 sf retail and 15,000 sf restaurant	2,013	43	127	170	128	51	179
13.	Palladium Residences	6201 W Sunset Blvd	731 apartment units (37 affordable) and 24,000 sf of retail and restaurant uses	4,913	128	228	356	234	169	403
14.	citizenM Hotel	1718 Vine St	240 hotel rooms and 5,373 sf restaurant	1,101	58	41	99	35	42	77
15.	6200 W Sunset Boulevard	6200 W Sunset Blvd	270 apartment units, 1,750 sf quality restaurant, 2,300 sf pharmacy and 8,070 sf retail	1,778	26	97	123	100	35	135
16.	Hollywood Center MU (Formerly Millennium)	1720 N Vine St	1,005 residential units (872 apartment units, 133 affordable senior housing units) and 30,176 sf retail	6,346	171	290	461	368	264	632
17.	6250 Sunset (Nickelodeon)	6250 W Sunset Blvd	200 apartment units and 4,700 sf retail	1,473	52	80	132	71	50	121
18.	Mixed-Use	1657 N Western Ave	91 apartment units and 15,300 sf retail	702	10	29	39	37	25	62
19.	Multi-Family	1310 N Gordon St	60 apartment units	293	5	14	19	14	9	23
20.	Apartments	5600 W Franklin Ave	54 apartment units and 6 affordable units	287	5	15	20	14	9	23
OTHER AREA-WIDE PROJECTS										
Project		Description			Extents					
Hollywood Community Plan Update		The Hollywood Community Plan Update proposes updates to land use policies and the land use diagram. The proposed changes would primarily increase commercial and residential development potential in and near the Regional Center Commercial portion of the community and along selected corridors in the Community Plan Area. The decreases in development potential would be primarily focused on low to medium scale multi-family residential neighborhoods to conserve existing density and intensity of those neighborhoods. The projected population growth has been captured in the conservative ambient growth rate assumed in the Future analysis.			South of City of Burbank, City of Glendale, and SR 134; west of Interstate 5; north of Melrose Avenue; south of Mulholland Drive, City of West Hollywood, Beverly Hills, including land south of the City of West Hollywood and north of Rosewood Avenue between La Cienega Boulevard and La Brea Avenue.					

Notes:

[a] Related project information provided by the Los Angeles Department of Transportation in January 2021, Department of City Planning, and recent traffic studies prepared in the area. This list includes known development projects within one-half mile (2,460 foot) radius of the Project Site and one-quarter (1,320 foot) radius of the farthest outlying study intersections.

Chapter 3

Project Traffic

Trip generation estimates, trip distribution patterns and trip assignments were prepared for the Project. These components form the basis of the Project's traffic analysis.

PROJECT TRIP GENERATION

The number of peak hour trips expected to be generated by the Project was estimated using morning and afternoon peak hour rates for high-rise multifamily housing published in *Trip Generation Manual, 10th Edition*, as well as morning and afternoon peak hour rates for affordable housing units published in the TAG based on empirical data collected in the City in 2016.

An appropriate trip generation reduction to account for public transit usage was made in accordance with the TAG and reviewed and approved by LADOT as part of the MOU:

- Transit Usage: A 10% transit usage reduction was applied to the trip generation estimates (with the exception of the affordable housing units, for which transit usage is assumed to be inherent in the trip generation rates) in accordance with the TAG methodology for a development within 0.25 miles of a Metro bus stop. The Project Site is located within 0.25 miles of Metro Bus stops serving Lines 180, 181, and 217 at Bronson Avenue & Hollywood Boulevard, Line 207 at Bronson Avenue & Franklin Avenue, and LADOT DASH Hollywood Counterclockwise at Bronson Avenue & Franklin Avenue, as shown in Figure 7.

After accounting for the adjustment described above, the Project is estimated to generate 38 morning peak hour trips (10 inbound, 28 outbound) and 42 afternoon peak hour trips (25 inbound, 17 outbound), as summarized in Table 5.

PROJECT TRIP DISTRIBUTION

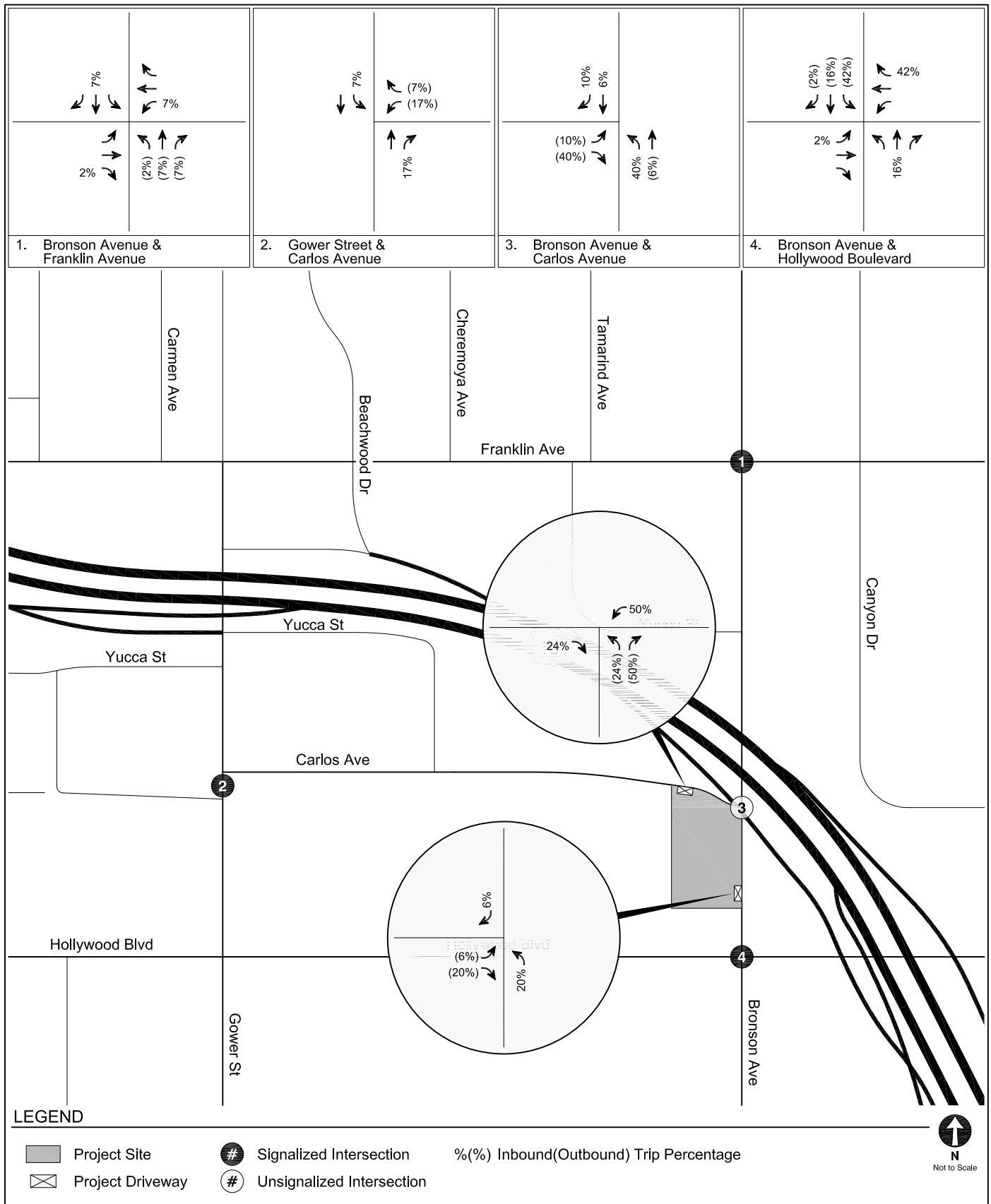
The geographic distribution of trips generated by the Project is primarily dependent on the location of employment and commercial uses from which tenants of the Project would be drawn, characteristics of the street system serving the Project Site, existing intersection traffic volumes, the location of the proposed driveways, as well as input from LADOT staff.

The intersection-level trip distribution for the Project is shown in Figure 13. Generally, the regional pattern is as follows:

- 24% to/from the north
- 26% to/from the east
- 24% to/from the south
- 26% to/from the west

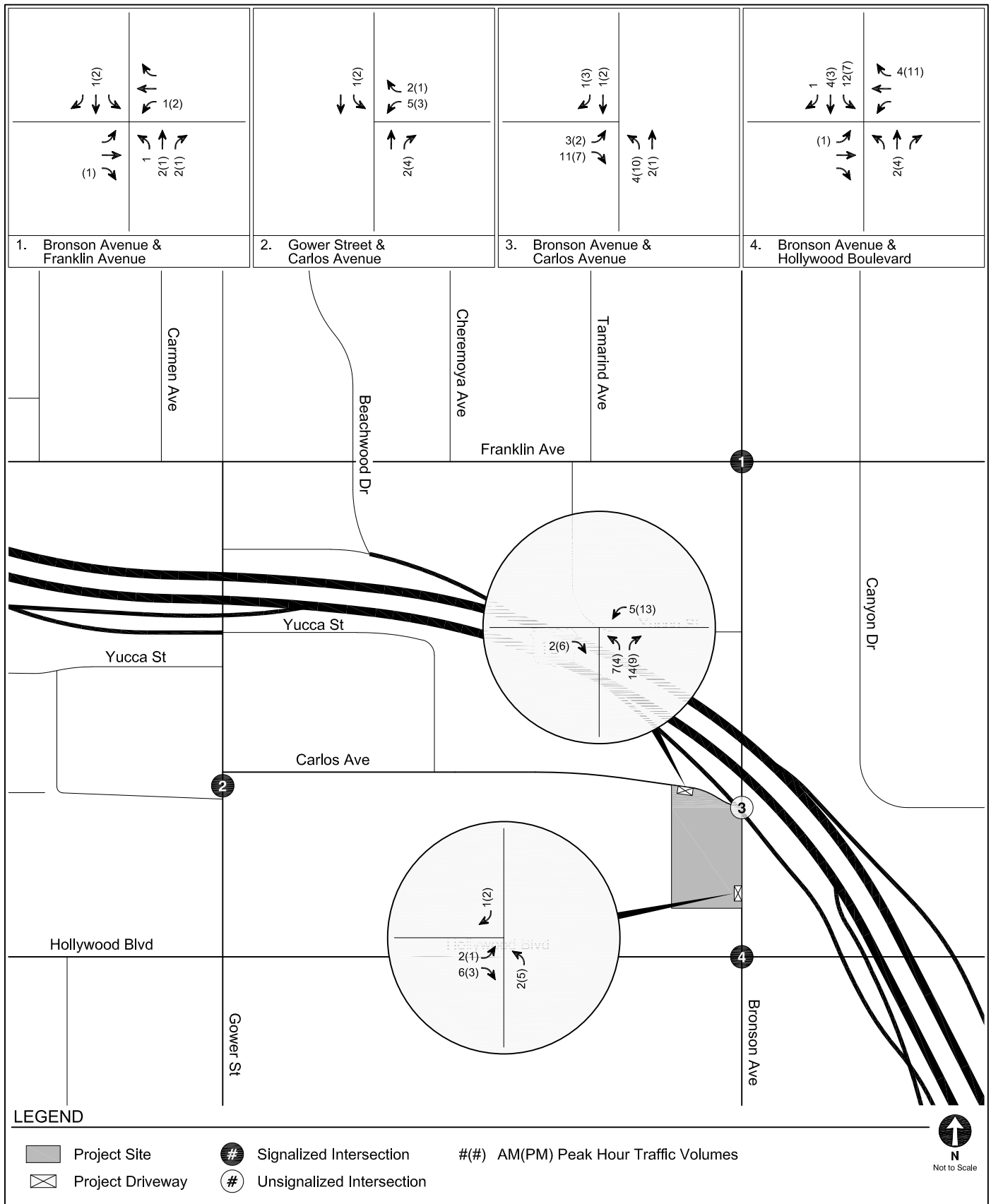
PROJECT TRIP ASSIGNMENT

The Project trip generation estimates summarized in Table 5 and the trip distribution pattern shown in Figure 13, were used to assign the Project-generated traffic through the study intersections. Figure 14 illustrates the Project-only traffic volumes at the study intersections during typical weekday morning and afternoon peak hours.



PROJECT TRIP DISTRIBUTION

FIGURE
13



PROJECT-ONLY
PEAK HOUR TRAFFIC VOLUMES

FIGURE
14

**TABLE 5
PROJECT TRIP GENERATION**

Land Use	ITE Land Use	Rate	Morning Peak Hour			Afternoon Peak Hour		
			In	Out	Total	In	Out	Total
<u>Trip Generation Rates</u> [a]								
Multifamily Housing (High-Rise)	222	per du	24%	76%	0.31	61%	39%	0.36
Affordable Housing - Family	[b]	per du	37%	63%	0.49	56%	44%	0.35
<u>Trip Generation Estimates</u>								
Multi-family Housing	222	116 du	9	27	36	26	16	42
<i>Transit/Walk Adjustment - 10%</i> [c]			(1)	(3)	(4)	(3)	(1)	(4)
Affordable Housing	[b]	12 du	2	4	6	2	2	4
TOTAL PROJECT TRIPS			10	28	38	25	17	42

Notes:

du: dwelling unit

[a] Except as noted, trip generation source is *Trip Generation Manual, 10th Edition*, Institute of Transportation Engineers, 2017.

[b] Per LADOT's *Transportation Assessment Guidelines*, residential or mixed-use developments inside a Transit Priority Area (TPA) which include Affordable Housing Units are eligible to use a City specific trip generation rate based on vehicle trip count data collected at affordable housing sites in the City of Los Angeles in 2016.

[c] The Project Site is located within 0.25-mile of Metro Bus stops serving Lines 180, 181, and 217 at Bronson Avenue & Hollywood Boulevard, Line 207 at Bronson Avenue & Franklin Avenue, and LADOT DASH Hollywood Counterclockwise at Bronson Avenue & Franklin Avenue, therefore a 10% transit adjustment was applied to account for transit usage and walking visitor arrivals.

Chapter 4

CEQA Analysis of Transportation Impacts

This chapter presents the results of an analysis of CEQA-related transportation impacts. The analysis identifies potential conflicts the Project may have with adopted City plans and policies and the improvements to resolve those conflicts, as well as the results of a Project VMT analysis that satisfies State requirements under *State of California Senate Bill 743* (Steinberg, 2013) (SB 743), and an identification of evident hazards which would be created due to geometric design features.

METHODOLOGY

SB 743, made effective in January 2014, required the Governor's Office of Planning and Research (OPR) to change the CEQA guidelines regarding the analysis of transportation impacts. Under SB 743, the focus of transportation analysis shifted from vehicular delay (level of service [LOS]) to VMT, in order to reduce greenhouse gas emissions (GHG), create multimodal networks, and promote mixed-use developments.

The TAG defines the methodology of analyzing a project's transportation impacts in accordance with SB 743. Per the TAG, the CEQA transportation analysis contains the following thresholds for identifying significant impacts:

- Threshold T-1: Conflicting with Plans, Programs, Ordinances, or Policies
- Threshold T-2.1: Causing Substantial VMT
- Threshold T-2.2: Substantially Inducing Additional Automobile Travel
- Threshold T-3: Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use

The thresholds were reviewed and analyzed, as detailed in the following Sections 4A through 4D. In addition, a CEQA safety analysis of California Department of Transportation (Caltrans) freeway facilities for the Project is provided in Section 4E.

Section 4A: Threshold T-1

Conflicting with Plans, Programs, Ordinances, or Policies Analysis

Threshold T-1 assesses whether a project would conflict with an adopted program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities.

PLANS, PROGRAMS, ORDINANCES, AND POLICIES

Table 2.1-1 of the TAG identifies the City plans, policies, programs, ordinances, and standards relevant in determining project consistency. Attachment D of the TAG, *Plans, Policies, and Programs Consistency Worksheet* provides a structured approach to evaluate whether a project conflicts with the City's plans, programs, ordinances, or policies and to streamline the review by highlighting the most relevant plans, policies, and programs when assessing potential impacts to the City's transportation system. The *Plans, Policies, and Programs Consistency Worksheet* for the Project is provided in Appendix C. The Project is in the process of seeking waivers of dedication and vacating an existing dedication; if those waivers are granted, then the Project would be in compliance with the Mobility Plan.

As stated in Section 2.1.4 of the TAG, a project that generally conforms with, and does not obstruct the City's development policies and standards will generally be considered to be consistent. As detailed in Appendix C, the Project is generally consistent with the City documents listed in Table 2.1-1 of the TAG; therefore, the Project would not result in a significant impact under Threshold T-1. A detailed discussion of the plans, programs, ordinances, or policies related to the Project is provided below.

Mobility Plan

The Mobility Plan combines “complete street” principles with the following five goals that define the City’s mobility priorities:

- Safety First: Design and operate streets in a way that enables safe access for all users, regardless of age, ability, or transportation mode of choice.
- World Class Infrastructure: A well-maintained and connected network of streets, paths, bikeways, trails, and more provides Angelenos with the optimum variety of mode choices.
- Access for All Angelenos: A fair and equitable system must be accessible to all and must pay particularly close attention to the most vulnerable users.
- Collaboration, Communication, and Informed Choices: The impact of new technologies on our day-to-day mobility demands will continue to become increasingly important to the future. The amount of information made available by new technologies must be managed responsibly in the future.
- Clean Environments and Healthy Communities: Active transportation modes such as bicycling and walking can significantly improve personal fitness and create new opportunities for social interaction, while lessening impacts on the environment.

A detailed analysis of the Project’s consistency with the specific policies of the Mobility Plan is provided in Table 6 and Appendix C. As detailed in Chapter 2, the Mobility Plan identifies key corridors within the Study Area as components of various “mobility-enhanced networks.” Though no specific improvements have been identified and there is no schedule for implementation, the mobility-enhanced networks represent a focus on improving a particular aspect of urban mobility, including transit, neighborhood connectivity, bicycles, pedestrians, and vehicles. The Project would be designed with the mobility-enhanced networks as a top priority.

Access to the Project would be provided via two driveways: one along Bronson Avenue and one along Carlos Avenue. Pedestrian and bicycle access would be provided separate from the vehicular access via a lobby entrance on Bronson Avenue and additional entrances on Carlos Avenue. All entrances would be designed consistent with LADOT standards and all requirements

from the ADA. The Project is in the process of seeking waivers of dedication and vacating an existing dedication, and the Project would also widen the sidewalks along the Project frontages to accommodate pedestrian circulation if required.

The Project is located within a high-quality transit area and would provide bicycle parking for residents and visitors, thereby promoting public and active transportation modes and reducing the Project VMT per capita for residents compared to the average for the area, as demonstrated in Section 4B. Further, the Project does not propose modifying, removing, or otherwise negatively affect existing bicycle infrastructure.

Thus, the Project would be consistent with the goals of the Mobility Plan.

Plan for a Healthy Los Angeles

Plan for a Healthy Los Angeles: A Health and Wellness Element of the General Plan (LADCP, March 2015) introduces guidelines for the City to follow to enhance the City's position as a regional leader in health and equity, encourage healthy design and equitable access, and increase awareness of equity and environmental issues.

A detailed analysis of the Project's consistency with Plan for a Healthy Los Angeles is provided in Table 7. The Project prioritizes safety and access for all individuals utilizing the site by complying with all ADA requirements, widening the sidewalks, and improving pedestrian facilities adjacent to the Project Site if required. Further, the Project supports healthy lifestyles by locating housing within a high-quality transit area and providing bicycle parking. The Project includes 12 affordable housing units to meet the diverse needs of the community and provide a vibrant residential community near an active commercial center of Hollywood.

Thus, the Project would be consistent with the goals of Plan for a Healthy Los Angeles.

Land Use Element of the General Plan

The City General Plan's Land Use Element contains 35 Community Plans that establish specific goals and strategies for the various neighborhoods across Los Angeles. The Project is located within the Hollywood Community Plan area.

A detailed analysis of the Project's consistency with the Hollywood Community Plan is provided in Table 8. The Project would provide both market-rate and affordable residential units to further the development of Hollywood as a major center of population. The Project is consistent with the circulation standards and criteria of the Hollywood Community Plan as the transportation system within the vicinity of the Project Site would adequately serve the traffic generated by the Project without major congestion, as further detailed in Section 5B. In addition, the Project would implement TDM strategies as project design features, including unbundled parking and provision of bicycle parking, to further reduce the number of single-occupancy vehicle trips generated by the Project, as discussed in further detail in Section 4B. Thus, the Project would promote and encourage development standards in line with the goals and objectives of the Hollywood Community Plan.

The City is currently in the process of updating the Hollywood Community Plan to guide development for the Hollywood area through Year 2040. *Hollywood Community Plan Update Draft Environmental Impact Report* (Terry A. Hayes Associates, Inc., November 2018) was released for public review in October 2019. As of April 2021, the City Planning Commission moved to adopt the Hollywood Community Plan and the accompanying Environmental Impact Report. Action by the City Council's Planning and Land Use Management Committee and the full City Council is still needed to formally adopt the Hollywood Community Plan and certify the accompanying Environmental Impact Report. Such actions are anticipated to take place in 2021.

Redevelopment Plan

The Project is located within the *Redevelopment Plan for the Hollywood Redevelopment Project* (The Community Redevelopment Agency of the City of Los Angeles, May 2003) (Redevelopment Plan). A detailed analysis of the Project's consistency with the Redevelopment Plan is provided in Table 9. The Project promotes and encourages development standards in line with the goals

and objectives of the Redevelopment Plan including, but not limited to, encouraging the expansion and improvement of public transportation service, providing housing to support the varied economic needs of the community, maximizing opportunity for individual choice, and designing a circulation system proportional to land use densities that will accommodate estimated traffic. Thus, the Project would be consistent with the goals and objectives of the Redevelopment Plan.

Los Angeles Municipal Code (LAMC) Section 12.21.A.16 (Bicycle Parking)

LAMC Section 12.21.A.16 details the bicycle parking requirements for new developments. As further detailed in Section 5E, the proposed short-term and long-term bicycle parking supply for the residential uses would satisfy LAMC requirements.

LAMC Section 12.26J (TDM Ordinance)

LAMC Section 12.26J, the TDM Ordinance (1993), establishes trip reduction requirements for non-residential projects in excess of 25,000 square feet (sf). The Project does not propose non-residential uses in excess of 25,000 sf. Therefore, LAMC Section 12.26J is not applicable.

Vision Zero Action Plan / Vision Zero Corridor Plans

Vision Zero implements projects that are designed to increase safety on the most vulnerable City streets. As discussed in Chapter 2, Franklin Avenue east of Beachwood Drive and Hollywood Boulevard are identified as part of the HIN. In May 2019, LADOT installed new minor street crosswalks and continental crosswalk upgrades within the Study Area as part of the Vision Zero Hollywood Boulevard Safety Improvement Projects. No additional improvements are currently planned near the Project Site. Nonetheless, the Project would not preclude future Vision Zero safety projects by the City on adjacent streets. Thus, the Project does not conflict with Vision Zero.

Streetscape Plans

The Project is not located within the boundaries of any streetscape plan and, therefore, streetscape plans do not apply to the Project.

Citywide Design Guidelines

The Pedestrian-First Design approach of *Citywide Design Guidelines* (Los Angeles City Planning Urban Design Studio, October 2019) identifies design strategies that “create human scale spaces in response to how people actually engage with their surroundings, by prioritizing active street frontages, clear paths of travel, legible wayfinding, and enhanced connectivity. Pedestrian-First Design promoted healthy living, increases economic activity at the street level, enables social intersection, creates equitable and accessible public spaces, and improves public safety.”

The Pedestrian-First Design guidelines are:

- Guideline 1: Promote a safe, comfortable, and accessible pedestrian experience for all.
- Guideline 2: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience.
- Guideline 3: Design projects to actively engage with streets and public space and maintain human scale.

A detailed analysis of the Project’s consistency with the guidelines of the Pedestrian-First Design approach is provided in Table 10.

The Project design includes separate pedestrian and vehicular access points, widened sidewalks, and improved pedestrian facilities adjacent to the Project. The Project’s residential lobby would face Bronson Avenue to help activate the pedestrian enhanced district. Thus, the Project design provides for the safety, comfort, and accessibility of pedestrians, aligning with the Pedestrian-First Design approach.

CUMULATIVE ANALYSIS

In addition to potential Project-specific impacts, the TAG requires that the Project be reviewed in combination with nearby Related Projects to determine if there may be a cumulatively significant impact resulting from inconsistency with a particular program, plan, policy, or ordinance. In accordance with the TAG, the cumulative analysis must include consideration of any Related Projects within 0.50 miles of the Project Site and any transportation system improvements in the vicinity. Related Projects located within 0.50 miles of the Project site are identified in Table 4.

Similar to the Project, the Related Projects would be individually responsible for complying with relevant plans, programs, ordinances, or policies addressing the circulation system. Thus, the Project, together with the Related Projects, would not result in cumulative impacts with respect to consistency with each of the plans, ordinances, or policies reviewed. The Project and the Related Projects would not interfere with any of the general policy recommendations and/or pilot proposals and, therefore, there would be no significant Project impact or cumulative impact.

TABLE 6
PROJECT CONSISTENCY WITH MOBILITY PLAN 2035

Objective, Policy, Program, or Plan [a]	Analysis of Project Consistency
Chapter 1 – Safety First	
<p><u>Policy 1.1, Roadway User Vulnerability</u></p> <p>Design, plan, and operate streets to prioritize the safety of the most vulnerable roadway user.</p>	<p>Consistent. Access to the Project would be provided via two driveways – one driveway along Bronson Avenue, a designated Modified Avenue III, and one driveway along Carlos Avenue, a designated Local Street. Both driveways would accommodate right-turn and left-turn ingress and egress movements. Pedestrian and bicycle access would be provided separate from the vehicular access via a lobby entrance on Bronson Avenue.</p> <p>The Project is in the process of seeking waivers of dedication and vacating an existing dedication; if those waivers are granted, then the Project would be in compliance with the Mobility Plan.</p>
<p><u>Policy 1.6 Multi-Modal Detour Facilities</u></p> <p>Design detour facilities to provide safe passage for all modes of travel.</p>	<p>Consistent. The construction management plan that would be prepared to address non-CEQA impacts would include detour routes for all applicable travel modes, including pedestrian and transit users.</p>
Chapter 2 – World Class Infrastructure	
<p><u>Policy 2.3 Pedestrian Infrastructure</u></p> <p>Recognize walking as a component of every trip, and ensure high-quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.</p>	<p>Consistent. Several streets within the Study Area are designated Pedestrian Enhanced Districts where pedestrian improvements could be prioritized to provide better connectivity to and from major destinations within communities, including Franklin Avenue west of Van Ness Avenue, Gower Street between Carlos Avenue and Carlton Way, Bronson Avenue between Carlos Avenue and Carlton Way, and Hollywood Boulevard west of Van Ness Avenue and east of Wilton Place. The Project does not propose narrowing or shifting existing sidewalk placement or paving, narrowing, shifting, or removing an existing parkway. Further, the Project is open to easements that could widen the sidewalks and enhance the pedestrian environment.</p>
<p><u>Policy 2.4 Neighborhood Enhanced Network</u></p> <p>Provide a slow speed network of locally serving streets.</p>	<p>Consistent. Several streets within the Study Area are designated parts of the Neighborhood Enhanced Network, including Franklin Avenue, Carlos Avenue, Selma Avenue west of Gower Street, Bronson Avenue between Yucca Street and Carlos Avenue and between Hollywood Boulevard and Carlton Way, Carlton Way east of Bronson Avenue, Canyon Drive south of Carlton Way, and Harold Way east of Canyon Drive. The Project would add some traffic to surrounding streets but would not affect travel speed or safety.</p>
<p><u>Policy 2.5 Transit Network</u></p> <p>Improve the performance and reliability of existing and future bus service.</p>	<p>Consistent. Hollywood Boulevard is designated as part of the Transit Enhanced Network. The Project would develop transit-accessible residential space within a high-quality transit area. As discussed in Chapter 2, there is sufficient capacity within the existing and future transit system to accommodate the additional ridership generated by the Project.</p>

TABLE 6 (CONTINUED)
PROJECT CONSISTENCY WITH MOBILITY PLAN 2035

Objective, Policy, Program, or Plan [a]	Analysis of Project Consistency
<p><u>Policy 2.6 Bicycle Networks</u></p> <p>Provide safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities. (includes scooters, skateboards, rollerblades, etc.)</p>	<p>Consistent. Hollywood Boulevard is designated as part of the Bicycle Enhanced Network. There are existing bicycle lanes on Franklin Avenue which would not be affected by the Project. The Project would provide short-term and long-term bicycle parking for residents and visitors in accordance with LAMC requirements.</p>
<p><i>Chapter 3 – Access for All Angelenos</i></p>	
<p><u>Policy 3.1 Access for All</u></p> <p>Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes – including goods movement – as integral components of the City’s transportation system.</p>	<p>Consistent. The Project encourages multi-modal transportation alternatives and access for all travel modes to and from the Project Site. The Project provides pedestrian and bicycle access separate from vehicular access and provides bicycle parking to encourage walking and bicycling. It encourages transit usage by developing a residential project within a high-quality transit area.</p>
<p><u>Policy 3.2 People with Disabilities</u></p> <p>Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.</p>	<p>Consistent. The Project’s vehicular and pedestrian entrances would be designed consistent with LADOT standards and all requirements from the Americans with Disabilities Act.</p>
<p><u>Policy 3.3 Land Use Access and Mix</u></p> <p>Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.</p>	<p>Consistent. The Project’s residential units located within a high-quality transit area will help to encourage walking, bicycling, and transit trips for both commuting and accessing neighborhood services.</p>
<p><u>Policy 3.4 Transit Services</u></p> <p>Provide all residents, workers, and visitors with affordable, efficient, convenient, and attractive transit services.</p>	<p>Consistent. The Project is located within a high-quality transit area providing a mix of high-frequency local and late-night buses.</p>
<p><u>Policy 3.5 Multi-Modal Features</u></p> <p>Support “first-mile, last-mile solutions” such as multi-modal transportation services, organizations, and activities in the areas around transit stations and major bus stops (transit stops) to maximize multi-modal connectivity and access for transit riders.</p>	<p>Consistent. The Project would provide bicycle parking for residents and visitors, helping with easy access to nearby transit or for longer-distance multi-modal travel.</p>
<p><u>Policy 3.8 Bicycle Parking</u></p> <p>Provide bicyclists with convenient, secure, and well-maintained bicycle parking facilities.</p>	<p>Consistent. The Project would provide convenient and secure long-term and short-term parking for bicycles for residents and visitors.</p>
<p><i>Chapter 4 – Collaboration, Communication, & Informed Choices</i></p>	

TABLE 6 (CONTINUED)
PROJECT CONSISTENCY WITH MOBILITY PLAN 2035

Objective, Policy, Program, or Plan [a]	Analysis of Project Consistency
<p><u>Policy 4.8 Transportation Demand Management Strategies</u></p> <p>Encourage greater utilization of Transportation Demand Management (TDM) strategies to reduce dependence on single-occupancy vehicles.</p>	<p>Consistent. The Project's TDM program, described in more detail in Section 4B of this transportation assessment, includes unbundled parking and provision of bicycle parking.</p>
<p><u>Policy 4.13 Parking and Land Use Management</u></p> <p>Balance on-street and off-street parking supply with other transportation and land use objectives.</p>	<p>Consistent. The Project would provide sufficient off-street parking to meet Project parking requirements. The Project would also retain on-street parking in front of the Project Site.</p>
<p><i>Chapter 5 – Clean Environments & Healthy Communities</i></p>	
<p><u>Policy 5.1 Sustainable Transportation</u></p> <p>Encourage the development of a sustainable transportation system that promotes environmental and public health.</p>	<p>Consistent. The Project would provide secure long-term bicycle parking for residents and short-term bicycle parking for visitors, and it would provide easements to widen the pedestrian sidewalks along Bronson Avenue and Carlos Avenue. These features would promote active transportation modes such as bicycling and walking and improve access to nearby public transit.</p>
<p><u>Policy 5.2 Vehicle Miles Traveled (VMT)</u></p> <p>Support ways to reduce vehicle miles traveled (VMT) per capita.</p>	<p>Consistent. The Project is estimated to generate lower VMT per capita for residents than the average for the area, as demonstrated in Section 4B of this transportation assessment. Additionally, it would implement TDM measures including unbundled parking and provision of bicycle parking as project design features.</p>

Notes:

[a] Objectives, Policies, Programs, or Plans based on information provided in *Mobility Plan 2035: An Element of the General Plan* (Los Angeles Department of City Planning, January 2016).

TABLE 7
PROJECT CONSISTENCY WITH PLAN FOR A HEALTHY LOS ANGELES

Objective, Policy, Program, or Plan [a]	Analysis of Project Consistency
<i>Chapter 1 – Los Angeles, a Leader in Health and Equity</i>	
<p><u>Policy 1.5 Plan for Health</u></p> <p>Improve Angelenos’ health and well-being by incorporating a health perspective into land use, design, policy, and zoning decisions through existing tools, practices, and programs.</p>	<p>Consistent. The Project supports healthy lifestyles by locating housing within a high-quality transit area, improving pedestrian facilities adjacent to the Project Site, and providing bicycle parking.</p>
<p><u>Policy 1.6 Poverty and Health</u></p> <p>Reduce the debilitating impact that poverty has on individual, familial, and community health and well-being by: promoting cross-cutting efforts and partnerships to increase access to income; safe, healthy, and stable affordable housing options; and attainable opportunities for social mobility.</p>	<p>Consistent. The Project includes 12 affordable housing units.</p>
<p><u>Policy 1.7 Displacement and Health</u></p> <p>Reduce the harmful health impacts of displacement on individuals, families and communities by pursuing strategies to create opportunities for existing residents to benefit from local revitalization efforts by: creating local employment and economic opportunities for low-income residents and local small businesses; expanding and preserving existing housing opportunities available to low-income residents; preserving cultural and social resources; and creating and implementing tools to evaluate and mitigate the potential displacement caused by large-scale investment and development.</p>	<p>Consistent. The Project provides 12 affordable housing units within a high-quality transit area near an active commercial center of the Hollywood community. The Project does not displace any currently active housing; rather, it converts vacant land into an active and vibrant residential community.</p>
<i>Chapter 2 – A City Built for Health</i>	

TABLE 7 (CONTINUED)
PROJECT CONSISTENCY WITH PLAN FOR A HEALTHY LOS ANGELES

Chapter 5 – An Environment Where Life Thrives	
<p><u>Policy 5.7 Land Use Planning for Public Health and GHG Emission Reduction</u></p> <p>Promote land use policies that reduce per capita greenhouse gas emissions, result in improved air quality and decreased air pollution, especially for children, seniors and others susceptible to respiratory diseases.</p>	<p>Consistent. The Project is estimated to generate VMT per capita for residents and employees at least 15% lower than the average for the area as demonstrated in Section 4B of this transportation assessment. Further, it would provide unbundled parking and provision of bicycle parking to further reduce VMT per capita. VMT directly contributes to GHG emissions, so a reduced VMT per capita also reduces GHG per capita.</p>

Notes:

- [a] Objectives, Policies, Programs, or Plans based on information provided in *Plan for a Healthy Los Angeles: A Health and Wellness Element of the General Plan* (Los Angeles Department of City Planning, March 2015).

TABLE 8
PROJECT CONSISTENCY WITH HOLLYWOOD COMMUNITY PLAN

Objective, Policy, Program, or Plan [a]	Analysis of Project Consistency
<i>Plan Objectives and Policies</i>	
<p><u>Objective 1:</u></p> <p>To coordinate the development of Hollywood with that of other parts of the City of Los Angeles and the metropolitan area.</p> <p>To further the development of Hollywood as a major center of population, employment retail services, and entertainment; and to perpetuate its image as the international center of the motion picture industry.</p>	<p>Consistent. The Project would provide both market-rate and affordable residential units to further the development of Hollywood as a major center of population. The Project would also propose a development that is located near an active commercial center of the Hollywood Community.</p>
<p><u>Objective 3:</u></p> <p>To make provision for the housing required to satisfy the varying needs and desires of all economic segments of the Community, maximizing the opportunity for individual choice.</p>	<p>Consistent. The Project's provision of 12 affordable units and both market-rate and affordable units in a variety of configurations would contribute to the goal of providing all economic segments of the community with opportunities to have their needs and desires met.</p>
<p><u>Objective 6:</u></p> <p>To make provision for a circulation system coordinated with land uses and densities and adequate to accommodate traffic; and to encourage the expansion and improvement of public transportation service.</p>	<p>Consistent. The Project would provide residential uses in proximity to Metro and LADOT bus stops. The Project's proximity to transit provides alternative modes of transportation for residents and visitors to take to and from the Project Site.</p>

Notes:

[a] Objectives, Policies, Programs, or Plans based on information provided in the *Hollywood Community Plan* (Los Angeles Department of City Planning, 1998).

TABLE 9
PROJECT CONSISTENCY WITH HOLLYWOOD REDEVELOPMENT PLAN

Objective, Policy, Program, or Plan [a]	Analysis of Project Consistency
<i>Plan Objectives and Policies</i>	
<p><u>Goal 3:</u></p> <p>Promote a balanced community meeting the needs of the residential, commercial, industrial, arts and entertainment sectors.</p>	<p>Consistent. The Project would provide a mix of market-rate and affordable residential dwelling units, as well as a variety of one-, two-, three-, and five-bedroom units, to meet various residential needs in the Hollywood area.</p>
<p><u>Goal 9:</u></p> <p>Provide housing choices and increase the supply and improve the quality of housing for all income and age groups, especially for persons with low and moderate incomes; and to provide home ownership opportunities and other housing choices which meet the needs of the resident population.</p>	<p>Consistent. The Project's provision of 12 affordable units and both market-rate and affordable units in a variety of configurations would contribute to the goal of providing all economic segments of the community with opportunities to have their needs and desires met.</p>
<p><u>Goal 12:</u></p> <p>Support and encourage a circulation system which will improve the quality of life in Hollywood, including pedestrian, automobile, parking and mass transit systems with an emphasis on serving existing facilities and meeting future needs.</p>	<p>Consistent. The Project would improve the pedestrian environment by separating pedestrian access from vehicular access, providing easements for widening the sidewalks along Bronson Avenue and Carlos Avenue, and enhancing the Project frontages with new street trees.</p> <p>The Project would provide unbundled parking and provision of bicycle parking to reduce dependence on single-occupancy vehicles and encourage the use of active modes of transportation.</p> <p>Further, the Project would provide residential uses in proximity to Metro and LADOT bus stops. The Project's proximity to transit provides alternative modes of transportation for residents and visitors to take to and from the Project Site.</p>

Notes:

[a] Objectives, Policies, Programs, or Plans based on information provided in the draft text of the *Hollywood Redevelopment Project* (Community Redevelopment Agency of the City of Los Angeles, May 1986).

TABLE 10
PROJECT CONSISTENCY WITH CITYWIDE DESIGN GUIDELINES

Objective, Policy, Program, or Plan [a]	Analysis of Project Consistency
<p><i>Pedestrian-First Design</i></p> <p><u>Guideline 1: Promote a safe, comfortable, and accessible pedestrian experience for all</u></p> <p>Design projects to be safe and accessible and contribute to a better public right-of-way for people of all ages, genders, and abilities, especially the most vulnerable - children, seniors, and people with disabilities.</p> <p><u>Guideline 2: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience</u></p> <p>Design to avoid pedestrian and vehicular conflicts and to create an inviting and comfortable public right-of-way. A pleasant and welcoming public realm reinforces walkability and improves the quality of life for users.</p> <p><u>Guideline 3: Design projects to actively engage with streets and public space and maintain human scale</u></p> <p>New projects should be designed to contribute to a vibrant and attractive public realm that promotes a sense of civic pride. Better connections within the built environment contribute to a livable and accessible city and a healthier public realm.</p>	
	<p>Consistent. The Project provides for the safety, comfort, and accessibility of pedestrians in a number of ways. First, the Project would separate pedestrian access from vehicular access via a lobby entrance on Bronson Avenue. Additionally, the Project would provide easements to widen the sidewalks along Bronson Avenue and Carlos Avenue and enhance them with new street trees.</p> <p>Vehicular access to the Project Site would be provided via two driveways – one driveway along Bronson Avenue and one driveway along Carlos Avenue. Both driveways would accommodate right-turn and left-turn ingress and egress movements. As discussed above, pedestrian and bicycle access would be provided separate from the vehicular access. Therefore, it is not anticipated that the Project would result in conflict between pedestrians and vehicles.</p> <p>The Project's residential lobby, which would face Bronson Avenue, would help to activate the pedestrian enhanced district consistent with the goals of the Mobility Plan.</p>

Notes:

[a] Objectives, Policies, Programs, or Plans based on information provided in the *Citywide Design Guidelines* (Los Angeles Department of City Planning, 2019).

Section 4B: Threshold T-2.1 Causing Substantial VMT Analysis

Threshold T-2.1 states that a residential project would result in a significant VMT impact if it would generate household VMT per capita less than 15% below the existing average household VMT per capita for the Area Planning Commission (APC) area in which a project is located. Similarly, a commercial project would result in a significant VMT impact if it would generate work VMT per employee less than 15% below the existing average work VMT per employee for the APC area in which the project is located.

The VMT analysis presented below was conducted in accordance with the TAG, which satisfies State requirements under SB 743.

VMT METHODOLOGY

The following describes the methodology by which vehicle trips and VMT are calculated in *City of Los Angeles VMT Calculator Version 1.3* (LADOT, July 2020) (VMT Calculator), as detailed in *City of Los Angeles VMT Calculator Documentation* (LADOT and LADCP, May 2020). LADOT developed the VMT Calculator to estimate project-specific daily household VMT per capita and daily work VMT per employee for developments within City limits, which are based on the following types of one-way trips:

- Home-Based Work Production: trips to a workplace destination originating from a residential use
- Home-Based Other Production: trips to a non-workplace destination (e.g., retail, restaurant, etc.) originating from a residential use
- Home-Based Work Attraction: trips to a workplace destination originating from a residential use

As detailed in *City of Los Angeles VMT Calculator Documentation*, the household VMT per capita threshold applies to Home-Based Work Production and Home-Based Other Production trips, and

the work VMT per employee threshold applies to Home-Based Work Attraction trips, as the location and characteristics of residences and workplaces are often the main drivers of VMT, as detailed in Appendix 1 of *Technical Advisory on Evaluating Transportation Impacts in CEQA* (OPR, December 2018).

Other types of trips generated in the VMT Calculator include Non-Home-Based Other Production (trips to a non-residential destination originating from a non-residential use), Home-Based Other Attraction (trips to a non-workplace destination originating from a residential use), and Non-Home-Based Other Attraction (trips to a non-residential destination originating from a non-residential use). These trip types are not factored into the VMT per capita and VMT per employee thresholds as those trips are typically localized and are assumed to have a negligible effect on the VMT impact assessment. However, those trips are factored into the calculation of total project VMT for screening purposes when determining if VMT analysis would be required.

Table 2.2-1 of the TAG details the following daily household VMT per capita and daily work VMT per employee impact criteria for the APC areas:

APC	Daily Household VMT per Capita	Daily Work VMT per Employee
Central	6.0	7.6
East LA	7.2	12.7
Harbor	9.2	12.3
North Valley	9.2	15.0
South LA	6.0	11.6
South Valley	9.4	11.6
West LA	7.4	11.1

Source: TAG

The Project is located within the Central APC and, therefore, has a daily household VMT per capita impact threshold of 6.0 and a daily work VMT per employee impact threshold of 7.6.

Travel Behavior Zones (TBZ)

The City developed TBZ categories to determine the magnitude of VMT and vehicle trip reductions that could be achieved through TDM strategies. As detailed in *City of Los Angeles VMT Calculator Documentation*, the development of the TBZs considered the population density, land use density, intersection density, and proximity to transit of each Census tract in the City and are categorized as follows:

1. Suburban (Zone 1): Very low-density primarily centered around single-family homes and minimally connected street network
2. Suburban Center (Zone 2): Low-density developments with a mix of residential and commercial uses with larger blocks and lower intersection density
3. Compact Infill (Zone 3): Higher density neighborhoods that include multi-story buildings and well-connected streets
4. Urban (Zone 4): High-density neighborhoods characterized by multi-story buildings with a dense road network

The VMT Calculator determines a project's TBZ based on the latitude and longitude of a project address. The Project located within a Compact Infill (Zone 3) TBZ.

Mixed-Use Development Methodology

As detailed in *City of Los Angeles VMT Calculator Documentation*, the VMT Calculator accounts for the interaction of land uses within a mixed-use development and considers the following sociodemographic, land use, and built environment factors for a project area:

- Land use density of the project
- Transportation network connectivity
- Availability of and proximity to transit
- Proximity to retail and other destinations
- Vehicle ownership rates
- Household size

Trip Lengths

The VMT Calculator determines a project's VMT based on trip length information from the City's Travel Demand Forecasting Model, which considers the traffic analysis zones within 0.125 miles of a project to determine the average trip length and trip type, which factor into the calculation of a project's VMT.

Population and Employment Assumptions

As previously stated, the VMT thresholds identified in the TAG are based on household VMT per capita and work VMT per employee. Thus, the VMT Calculator contains population assumptions developed based on Census data for the City and employment assumptions derived from multiple data sources, including *2012 Developer Fee Justification Study* (Los Angeles Unified School District, 2012), *Trip Generation Manual, 9th Edition* (ITE, 2012), the San Diego Association of Governments Activity Based Model, the United States Department of Energy, and other modeling resources. A summary of population and employment assumptions for various land uses is provided in Table 1 of *City of Los Angeles VMT Calculator Documentation*.

TDM Measures

Additionally, the VMT Calculator measures the reduction in VMT resulting from a project's incorporation of TDM strategies as project design features or mitigation measures. The following seven categories of TDM strategies are included in the VMT Calculator:

1. Parking
2. Transit
3. Education and Encouragement
4. Commute Trip Reductions
5. Shared Mobility
6. Bicycle Infrastructure
7. Neighborhood Enhancement

TDM strategies within each of these categories have been empirically demonstrated to reduce trip-making or mode choice in such a way as to reduce VMT, as documented in *Quantifying Greenhouse Gas Mitigation Measures* (California Air Pollution Control Officers Association, 2010).

PROJECT VMT ANALYSIS

The VMT Calculator was used to evaluate Project VMT for comparison to the VMT impact criteria. Based on guidance from the City, the VMT Calculator was modeled for the Project's land uses and their respective sizes as the primary input.

The Project only consists of residential uses and, therefore, per *City of Los Angeles VMT Calculator User Guide* (LADOT and LADCP, May 2020), would not generate work VMT per employee and would not result in a significant work VMT impact. As such, the VMT analysis presented below evaluates the household VMT per capita generated by the residential uses of the Project.

Project VMT

The Project incorporates design features that include measures to reduce the number of single occupancy vehicle trips to the Project Site. For the purposes of this analysis, the following Project design features were accounted for in the VMT evaluation:

- Unbundled parking
- Bike parking per LAMC

The VMT analysis results based on the VMT Calculator are summarized in Table 11. The VMT Calculator estimates that the Project would generate a total daily VMT of 3,094 and a total home-based production VMT of 1,426. Thus, the Project would generate an average household VMT per capita of 4.8. The average household VMT per capita would not exceed the Central APC significant household VMT impact threshold of 6.0 and, therefore, the overall Project would not result in a significant VMT impact and no mitigation measures would be required.

The detailed output from the VMT Calculator is provided in Appendix D.

CUMULATIVE ANALYSIS

Cumulative effects of development projects are determined based on the consistency with the air quality and GHG reduction goals of *Connect SoCal – The 2020-2045 Regional Transportation Plan / Sustainable Communities Strategy of the Southern California Association of Governments* (Southern California Association of Governments [SCAG], Adopted September 2020) (RTP/SCS) in terms of development location, density, and intensity. The RTP/SCS presents a long-term vision for the region's transportation system through Year 2045 and balances the region's future mobility and housing needs with economic, environmental, and public health goals.

As detailed in the TAG, for projects that do not demonstrate a project impact by applying an efficiency-based impact threshold (i.e., household VMT per capita or work VMT per employee) in the project impact analysis, a less than significant impact conclusion is sufficient in demonstrating there is no cumulative VMT impact, as those projects are already shown to align with the long-term VMT and GHG goals of the RTP/SCS.

As described above, the Project would not result in a significant VMT impact. Further, the Project would be designed to further reduce single occupancy trips to the Project Site through various TDM strategies that would be incorporated as part of the Project design, including unbundled parking and provision of LAMC-required bicycle parking. Therefore, the Project would result in a less-than-significant cumulative impact under Threshold T-2.1, and no further evaluation or mitigation measures would be required.

Furthermore, the Project Site is well-served by various local bus lines and would contribute to the productivity and use of the regional transportation system. The Project would both provide housing near transit and encourage active transportation by providing new bicycle parking infrastructure, in line with RTP/SCS goals. Thus, the Project would encourage a variety of transportation options and would be consistent with the RTP/SCS goal of maximizing mobility and accessibility in the region.

TABLE 11
VMT ANALYSIS SUMMARY

Project Information	
Land Use	Size
Multi-Family Housing	116 du
Affordable Housing	12 du
Project Analysis [a]	
Resident Population	299
Employee Population	0
Project Area Planning Commission	Central
Travel Behavior Zone (TBZ)	Compact Infill
Maximum Allowable VMT Reduction [b]	40%
VMT Analysis [c]	
Daily Vehicle Trips	491
Total Daily VMT	3,094
Total Home-Based Production VMT	1,426
Household VMT per Capita [d]	4.8
Impact Threshold	6.0
Significant Impact	NO

Notes:

du = dwelling units. sf = square feet.

[a] VMT results based on the *City of Los Angeles VMT Calculator Version 1.3* (July 2020).

[b] The maximum allowable VMT reduction is based on the Project's designated TBZ as determined in *Transportation Demand Management Strategies in LA VMT Calculator* (LADOT, August 2018) and *Quantifying Greenhouse Gas Mitigation Measures* (California Air Pollution Control Officers Association, 2010).

[c] Project design features include:

1. Unbundled parking
2. Bike parking per LAMC

[d] Based on home-based production trips only (see Appendix D, Report 4).

Section 4C: Threshold T-2.2

Substantially Inducing Additional Automobile Travel Analysis

The intent of Threshold T-2.2 is to assess whether a transportation project would induce substantial VMT by increasing vehicular capacity on the roadway network, such as the addition of through traffic lanes on existing or new highways, including general purpose lanes, high-occupancy vehicle lanes, peak period lanes, auxiliary lanes, and lanes through grade-separated interchanges.

The Project is not a transportation project that would induce automobile travel. Therefore, further evaluation is not required, and the Project would not result in a significant impact under Threshold T-2.2.

Section 4D: Threshold T-3

Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use Analysis

Evaluation is required for projects that propose new access points or modifications along the public ROW (i.e., street dedications) under Threshold T-3. Project access plans were reviewed to determine if the Project would substantially increase hazards due to geometric design features, including safety, operational, or capacity impacts.

ACCESS OVERVIEW

As described in Chapter 1, vehicular access to the Project Site would be provided via two driveways: one along Bronson Avenue and one along Carlos Avenue. Both driveways would accommodate right-turn and left-turn ingress and egress movements and would be 20 feet wide. Along the Project frontage, the Project is in the process of seeking waivers of dedication and vacating an existing dedication, and the Project would provide easements to widen the sidewalks and improve sight distance and paths of vehicular, pedestrian, or bicycle travel, if required. Pedestrian and bicycle access would be provided separate from the vehicular access points via a lobby entrance on Bronson Avenue and additional entrances on Carlos Avenue.

PROJECT HAZARDS ANALYSIS

Potential Geometric Design Hazards

The vehicular driveways would provide adequate sight distance. Bronson Avenue runs straight and at a slight, consistent grade in front of the Project Site. Carlos Avenue has a curve adjacent to the Project Site, but the design will accommodate adequate sight distance triangles free of obstruction for vehicular ingress and egress. The design would not result in any impediments to the visibility of approaching vehicles, pedestrians, or bicycles. Additionally, the vehicular

driveways would intersect Bronson Avenue and Carlos Avenue at right angles to maximize sight distance.

Based on the analysis in Chapter 3, the Project would generate fewer than 100 trips during any single peak hour, which is less than two vehicles every minute. The driveway would have the capacity to accommodate the Project trips and, therefore, no queuing hazards are expected to occur related to operation of the driveway.

Consistency with Modal Priority Networks

The Project vehicular driveways are not proposed along a street designated as part of the BEN/BLN, TEN, or HIN. However, Carlos Avenue is designated as part of the NEN, and Bronson Avenue is designated as part of the PED by the Mobility Plan. The design does not result in any impediments to the visibility of approaching vehicles, pedestrians, or bicycles, and the Project vehicular driveways would intersect Bronson Avenue and Carlos Avenue at right angles to maximize sight distance and be designed to City standards. Thus, the Project vehicular driveways would present no substantial conflict with any of those modal priorities. Moreover, the Project would not preclude or interfere with the implementation of future roadway improvements benefiting transit, pedestrians, or bicycles.

Pedestrian and Bicycle Activity

As discussed above, pedestrian and bicycle access would be provided separate from the vehicular access points via a lobby entrance on Bronson Avenue. The Project would result in a modest increase in both pedestrian and bicycle activity along Bronson Avenue and Carlos Avenue; however, the access locations would be designed to accommodate wider sidewalks and enhanced connectivity that meet the City's requirements to further protect pedestrian and bicycle safety. The driveways would not cross any existing bicycle infrastructure and there is adequate sight distance for drivers entering and exiting the driveway to see oncoming pedestrians and bicyclists. Therefore, the Project is not anticipated to result in significant vehicle-pedestrian or vehicle-bicycle conflicts.

Summary

Based on this review, the Project would not result in hazards from the design or operation and would not result in a significant traffic impact.

CUMULATIVE ANALYSIS

In addition to potential Project-specific impacts, the TAG requires that the Project be reviewed in combination with Related Projects with access points along the same block as the Project to determine if there may be a cumulatively significant impact. None of the Related Projects in Table 4 and Figure 9 are located along the same block as the Project. Therefore, the Project would not result in cumulative impacts that would substantially increase hazards due to geometric design features, including safety, operational, or capacity impacts.

Section 4E

Freeway Safety Analysis

LADOT issued *Interim Guidance for Freeway Safety Analysis* (May 1, 2020) (City Freeway Guidance) identifying City requirements for a CEQA safety analysis of Caltrans facilities as part of a transportation assessment.

ANALYSIS METHODOLOGY

The City Freeway Guidance relates to the identification of potential safety impacts at freeway off-ramps as a result of increased traffic from development projects. It provides a methodology and significance criteria for assessing whether additional vehicle queuing at off-ramps could result in a safety impact due to speed differentials between the mainline freeway lanes and the queued vehicles at the off-ramp.

Based on the City Freeway Guidance, a transportation assessment for a development project must include analysis when the project adds 25 or more peak hour trips to any freeway off-ramp. A project would result in a significant impact at such a ramp if each of the following three criteria were met:

1. Under a scenario analyzing future conditions upon project buildout, with project traffic included, the off-ramp queue would extend to the mainline freeway lanes³.
2. A project would contribute at least two vehicle lengths (50 feet, assuming 25 feet per vehicle) to the queue.
3. The average speed of mainline freeway traffic adjacent to the off-ramp during the analyzed peak hour(s) is greater than 30 mph.

³ If an auxiliary lane is provided on the freeway, then half the length of the auxiliary lane is added to the ramp storage length.

Should a significant impact be identified, mitigation measures to be considered include TDM measures to reduce a project's trip generation, investments in active transportation or transit system infrastructure to reduce a project's trip generation, changes to the traffic signal timing or lane assignments at the ramp intersection, or physical changes to the off-ramp. Any physical change to the ramp would have to improve safety, not induce greater VMT, and not result in secondary environmental impacts.

PROJECT SAFETY ANALYSIS

Based on the Project's trip generation estimates and trip assignments, which are detailed in Chapter 3, the Project would not add 25 or more peak hour trips to any freeway off-ramp locations. Therefore, no further freeway off-ramp queuing analysis is required as it is assumed that the Project would not result in a significant safety impact with that level of peak hour trips, and no corrective measures at any freeway off-ramps would be required.

Chapter 5

Non-CEQA Transportation Analysis

This chapter summarizes the non-CEQA transportation analysis of the Project. It includes an evaluation of Project traffic, proposed access provisions, safety, and circulation operations of the Project, and pedestrian, bicycle, and transit facilities in the vicinity of the Project. This chapter also evaluates the Project's operational conditions, parking supply and requirements, and effects due to Project construction.

Per Section 3.1 of the TAG, any deficiencies identified based on the non-CEQA transportation analysis is "not intended to be interpreted as thresholds of significance, or significance criteria for purposes of CEQA review unless otherwise specifically identified in Section 2." Section 3 of the TAG identifies the following four non-CEQA transportation analyses for reviewing potential transportation deficiencies that may result from a development project:

- Pedestrian, Bicycle, and Transit Access Assessment
- Project Access, Safety, and Circulation Evaluation
- Residential Street Cut-Through Analysis
- Project Construction

The four non-CEQA transportation analyses are reviewed in detail in Sections 5A through 5D. In addition, a review of the proposed parking and the City's parking requirement for the Project is provided in Section 5E.

Section 5A

Pedestrian, Bicycle, and Transit Assessment

This section assesses the Project's potential effect on pedestrian, bicycle, and transit facilities in the vicinity of the Project Site. Factors to consider when assessing a project's potential effect on pedestrian, bicycle, and transit facilities, include the following:

- Would the project directly or indirectly result in a permanent removal or modification that would lead to the degradation of pedestrian, bicycle, or transit facilities?
- Would a project intensify use of existing pedestrian, bicycle, or transit facilities?

EXISTING FACILITIES

Pedestrians and Bicycles

Existing pedestrian facilities adjacent to the Project Site include sidewalks on Bronson Avenue and Carlos Avenue. There are Class III bicycle routes on Franklin Avenue within the Study Area. The Project would replace, or slightly relocate, existing curb cuts and would not introduce any modifications or disruptions to bicycle facilities along Bronson Avenue or Carlos Avenue. As such, the Project would not directly or indirectly result in a permanent removal or modification that would lead to the degradation of pedestrian or bicycle facilities. Although the Project may intensify use of existing pedestrian and bicycle facilities, as well as vehicular traffic volumes using Bronson Avenue and Carlos Avenue, none of the volumes of any of those travel modes are anticipated to reach a level where any degradation, capacity constraint, or conflict would arise.

Figure 6 shows a map of commercial and institutional facilities within walking distance of the Project Site that could attract pedestrian activity.

Transit

As detailed in Chapter 2 and illustrated in Figure 7, there are several transit stops on Franklin Avenue and Hollywood Boulevard serving bus lines operated by Metro and LADOT. The nearest stops to the Project Site are located at Bronson Avenue & Hollywood Boulevard (Intersection #4), approximately 150 feet south of the Project Site, serving Metro Lines 180, 181, and 217. Approximately 0.17 miles to the north, bus stops at Bronson Avenue & Franklin Avenue (Intersection #1) serve Metro Line 207 and LADOT DASH Hollywood Clockwise and Hollywood Counterclockwise lines. The eastbound stop at Hollywood Boulevard provides bus shelters and benches; the eastbound and westbound stops at Franklin Avenue provide bus shelters and benches.

Tables 3A and 3B summarize the total residual capacity of the Metro and LADOT bus lines during the morning and afternoon peak hours based on the frequency of service of each line and the maximum seated and standing capacity of each bus. As shown in Tables 3A and 3B, the transit lines within 0.25 miles walking distance of the Project Site currently have additional capacity for 800 additional riders during the morning peak hour and 792 additional riders during the afternoon peak hour.

INTENSIFICATION OF USE

The Project would not directly or indirectly result in a permanent removal or modification of infrastructure or degrade pedestrian or bicycle facilities. Although the Project may slightly intensify use of existing pedestrian and bicycle facilities, there is adequate capacity in existing facilities to accommodate all foreseeable future demand for those facilities. Overall, the Project would not result in the deterioration of any existing facilities serving pedestrians or bicyclists.

The Project would result in some intensification of pedestrian, bicycle, and transit activity in the vicinity of the Project Site. However, given the Project Site's location near local bus and rail services in Hollywood and its proximity to active commercial centers, it is ideally located to encourage non-automobile trips to and from those destinations and reach additional public transit routes. The amount of additional pedestrian, bicycle, and transit activity generated by the Project would not strain the capacity of facilities and operations dedicated to those modes.

Transit Ridership

The Project is estimated to add approximately eight new transit riders during the morning peak hour and seven riders during the afternoon peak hour. This was calculated based on the 10% transit usage adjustment applied to the Multifamily Housing trip generation estimates and inherent to the Affordable Housing – Family trip generation estimates in Table 5, along with application of an average vehicle occupancy factor of 1.55 for trips in Los Angeles County as identified in *SCAG Regional Travel Demand Model and 2012 Model Validation* (SCAG, March 2016). This Project transit trip estimate is a small fraction (approximately 1%) of the residual peak hour transit capacity estimated in Tables 3A and 3B, and, therefore, the Project would not place a significant strain on capacity. As such, the Project would not lead to the degradation of transit facilities or significantly intensify use of transit facilities.

CUMULATIVE ANALYSIS

The Related Projects, all of which are located more than 0.50 miles from the Project Site, would result in some additional intensification of pedestrian, bicycle, and transit activity in the Study Area. However, as with the Project, the incremental increase in activity from the Related Projects would not strain the capacity of the sidewalks, bicycle lanes, or transit system.

Section 5B

Project Access, Safety, and Circulation Assessment

This section summarizes access, safety, and circulation at and around the Project Site. It includes a quantitative evaluation of the Project's access and circulation operations, including the anticipated LOS at the study intersections and anticipated traffic queues.

PROJECT ACCESS

Vehicles

Vehicular access to the Project Site access would be provided via two driveways: one along Bronson Avenue and one along Carlos Avenue. Both driveways would accommodate right-turn and left-turn ingress and egress movements.

Pedestrians and Bicycles

Pedestrian and bicycle access would be provided separate from the vehicular access via a lobby entrance on Bronson Avenue. These facilities would provide adequate capacity and allow safer movement for pedestrians and bicycles to, from, and around the Project Site.

PASSENGER LOADING EVALUATION

The Project proposes all passenger loading to take place along Carlos Avenue. Additionally, unmetered on-street parking is allowed on Carlos Avenue. As such, approximately four on-street spaces adjacent to the Project Site can serve passenger loading purposes when not in use by parked vehicles. Given the fact that Project trip generation is estimated to be under two vehicles per minute during peak hours as shown in Table 5 (most of which would not be using a loading

zone), and passenger loading operations tend to be brief, there would be sufficient capacity to accommodate Project passenger loading demand.

OPERATIONAL EVALUATION

Intersection operation conditions were evaluated for typical weekday morning (7:00 AM to 10:00 AM) and afternoon (3:00 PM to 6:00 PM) peak periods. A total of four study intersections, three signalized and one unsignalized, were selected for detailed transportation analysis in consultation with LADOT.

The following traffic conditions were developed and analyzed as part of this study:

- Existing Conditions (Year 2021) – The analysis of existing traffic conditions provides a basis for the assessment of future traffic conditions.
- Existing with Project Conditions (Year 2021) – This analysis condition analyzes the potential intersection operating conditions that could be expected if the Project were built under existing conditions. In this analysis, the Project-generated traffic is added to the Existing Conditions.
- Future without Project Conditions (Year 2024) – This analysis projects the future traffic growth and intersection operating conditions that could be expected as a result of regional growth and related project traffic in the Study Area by Year 2024. The Future without Project Conditions are projected by adding ambient traffic growth and traffic from related projects to Existing Conditions. This analysis provides the conditions by which the Project impacts are evaluated in the future at full buildout.
- Future with Project Conditions (Year 2024) – This analysis condition analyzes the potential intersection operating conditions that could be expected if the Project is fully occupied in the projected buildout year. In this analysis, the Project-generated traffic is added to Future without Project Conditions (Year 2024).

Methodology

In accordance with the TAG, the intersection delay and queue analyses for the operational evaluation were conducted using the *Highway Capacity Manual, 6th Edition* (Transportation Research Board, 2016) (HCM) methodology, which was implemented using Synchro software and signal timing worksheets from the City to analyze intersection operating conditions. The HCM

signalized methodology calculates the average delay, in seconds, for each vehicle passing through the intersections, while the HCM unsignalized two-way stop-control methodology calculates the control delay, in seconds, for the intersection approach with the highest delay (typically, left-turns from the side street to Bronson Avenue). Table 12 presents a description of the LOS categories, which range from excellent, nearly free-flow traffic at LOS A, to stop-and-go conditions at LOS F, for signalized and unsignalized intersections.

The queue lengths were estimated using Synchro, which reports the 95th percentile queue length for signalized and unsignalized intersections in vehicles per lane, which can be converted into linear distance by multiplying the vehicle queue by 25 feet per vehicle. The reported queues are calculated using the HCM signalized and unsignalized intersection methodology.

LOS and queuing worksheets for each scenario are provided in Appendix E.

Existing with Project Conditions

Traffic Volumes. The Project-only morning and afternoon peak hour traffic volumes described in Chapter 3 and shown in Figure 14 were added to the existing morning and afternoon peak hour traffic volumes shown in Figure 8. The resulting volumes are illustrated in Figure 15 and represent Existing with Project Conditions, assuming Project operation under Existing Conditions.

Intersection LOS. Table 13 summarizes the intersection LOS under Existing and Existing with Project Conditions during the weekday morning and afternoon peak hours for the study intersections. As shown in Table 13, two of the study intersections are anticipated to operate at LOS A or B during both the morning and afternoon peak hours under both Existing and Existing with Project Conditions. Bronson Avenue & Hollywood Boulevard (Intersection #4) is anticipated to operate at LOS C during the morning peak hour and LOS E during the afternoon peak hour under both Existing and Existing with Project Conditions. Bronson Avenue & Franklin Avenue (Intersection #1) is anticipated to operate at LOS F during both the morning and afternoon peak hours under both Existing and Existing with Project Conditions. As such, two of the four intersections are deficient under Existing Conditions. With implementation of the Project, none of the study intersections are anticipated to result in an unacceptable LOS that did not exist without the Project.

Future with Project Conditions

All future adjustments, including cumulative traffic growth (i.e., ambient growth and Related Project traffic) and transportation infrastructure improvements described in Chapter 2 are incorporated into this analysis.

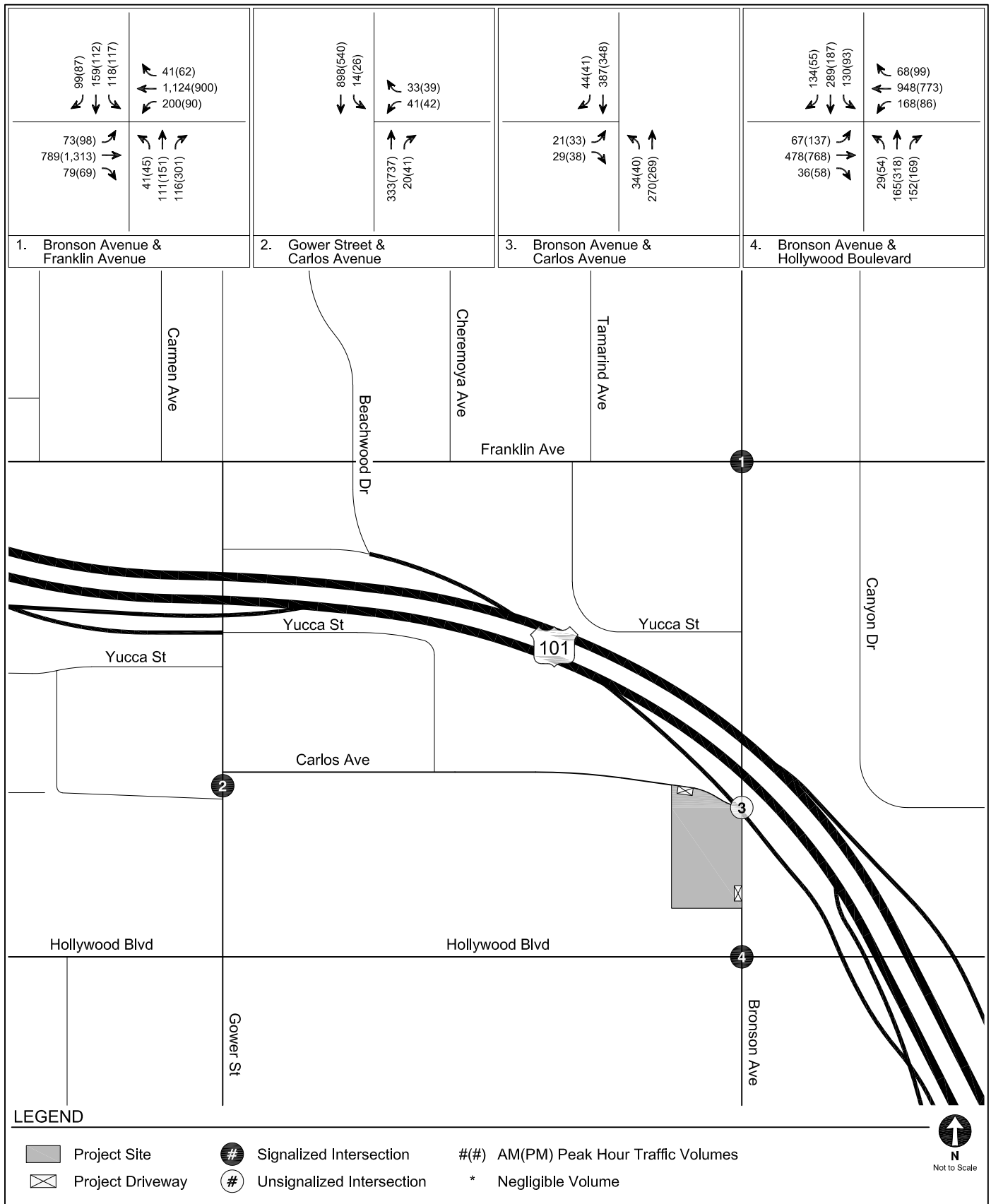
Traffic Volumes. The Project-only morning and afternoon peak hour traffic volumes described in Chapter 3 and shown in Figure 14 were added to the Future without Project (Year 2024) morning and afternoon peak hour traffic volumes shown in Figure 11. The resulting volumes are illustrated in Figure 16 and represent Future with Project Conditions after development of the Project in Year 2024.

Intersection LOS. Table 14 summarizes the results of the Future without Project and Future with Project Conditions during the weekday morning and afternoon peak hours for the four study intersections. As shown in Table 14, two of the study intersections are anticipated to operate at LOS C or better during both the morning and afternoon peak hours under both Future and Future with Project Conditions (Year 2024). Bronson Avenue & Franklin Avenue (Intersection #1) and Bronson Avenue & Hollywood Boulevard (Intersection #4) are anticipated to operate at LOS F during both the morning and afternoon peak hours under both Future and Future with Project Conditions (Year 2024). As such, two of the four intersections continue to demonstrate poor LOS under Future without Project Conditions (Year 2024). With implementation of the Project, neither of the study intersections operating at acceptable levels of service are anticipated to operate at unacceptable LOS. Project traffic does cause the intersection of Carlos Avenue & Bronson Avenue to degrade from LOS B to LOS C during the afternoon peak hour, but LOS C is an acceptable operating condition.

INTERSECTION QUEUING ANALYSIS

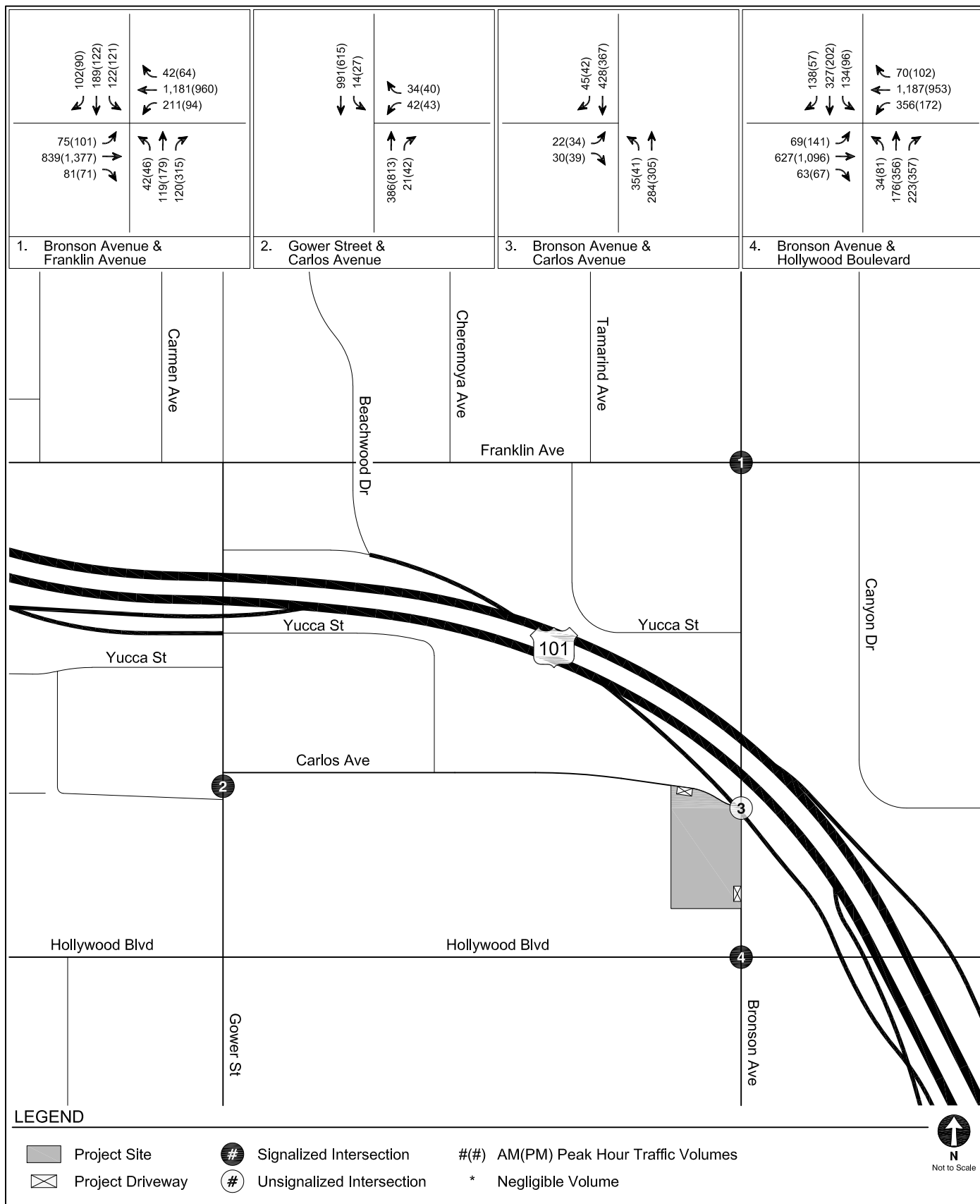
The study intersections were also analyzed to determine whether the lengths of intersection turning lanes could accommodate vehicle queue lengths. The queue lengths were estimated using Synchro software, which reports the 95th percentile queue length, in vehicles, for each approach lane, which can be converted into linear distance by multiplying vehicle lengths by 25

feet. The reported queues are calculated using the HCM signalized intersection methodology. Detailed queuing analysis worksheets are provided in Appendix E.



EXISTING WITH PROJECT CONDITIONS (YEAR 2021)
PEAK HOUR TRAFFIC VOLUMES

FIGURE
15



FUTURE WITH PROJECT CONDITIONS (YEAR 2024)
PEAK HOUR TRAFFIC VOLUMES

FIGURE
16

TABLE 12
INTERSECTION LEVEL OF SERVICE

Level of Service	Description	Delay [a]	
		Signalized Intersections	Unsignalized Intersections
A	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.	≤ 10	≤ 10
B	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.	> 10 and ≤ 20	> 10 and ≤ 15
C	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.	> 20 and ≤ 35	> 15 and ≤ 25
D	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.	> 35 and ≤ 55	> 25 and ≤ 35
E	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.	> 55 and ≤ 80	> 35 and ≤ 50
F	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.	> 80	> 50

Notes:

Source: *Highway Capacity Manual, 6th Edition* (Transportation Research Board, 2016).

[a] Measured in seconds.

**TABLE 13
EXISTING CONDITIONS (YEAR 2021)
INTERSECTION LEVELS OF SERVICE**

No	Intersection	Peak Hour	Existing Conditions		Existing with Project Conditions	
			Delay	LOS	Delay	LOS
1. [a]	Bronson Avenue & Franklin Avenue	AM	151.6	F	151.4	F
		PM	101.1	F	101.4	F
2. [a]	Gower Street & Carlos Avenue	AM	7.0	A	7.2	A
		PM	6.2	A	6.3	A
3. [b]	Bronson Avenue & Carlos Avenue	AM	14.0	B	14.0	B
		PM	14.0	B	14.3	B
4. [a]	Bronson Avenue & Hollywood Boulevard	AM	32.0	C	34.0	C
		PM	57.8	E	58.1	E

Notes:

Delay is measured in seconds per vehicle. LOS = Level of Service.

[a] Intersection analysis based on HCM 6th Edition Signalized methodology, which calculates the average intersection delay, in seconds, for each vehicle passing through the intersection.

[b] Intersection analysis based on the HCM 6th Edition Two-Way Stop Control Unsignalized methodology, which calculates the control delay, in seconds, for each individual approach of an intersection. The reported control delay represents the worst-case approach, and does not account for traffic gaps created by adjacent traffic signals.

TABLE 14
FUTURE CONDITIONS (YEAR 2024)
INTERSECTION LEVELS OF SERVICE

No	Intersection	Peak Hour	Future without Project Conditions		Future with Project Conditions	
			Delay	LOS	Delay	LOS
1. [a]	Bronson Avenue & Franklin Avenue	AM	169.4	F	169.3	F
		PM	119.2	F	119.5	F
2. [a]	Gower Street & Carlos Avenue	AM	7.0	A	7.2	A
		PM	6.2	A	6.3	A
3. [b]	Bronson Avenue & Carlos Avenue	AM	14.9	B	14.9	B
		PM	14.8	B	15.2	C
4. [a]	Bronson Avenue & Hollywood Boulevard	AM	202.4	F	206.8	F
		PM	193.7	F	201.1	F

Notes:

Delay is measured in seconds per vehicle. LOS = Level of Service.

[a] Intersection analysis based on HCM 6th Edition Signalized methodology, which calculates the average intersection delay, in seconds, for each vehicle passing through the intersection.

[b] Intersection analysis based on the HCM 6th Edition Two-Way Stop Control Unsignalized methodology, which calculates the control delay, in seconds, for each individual approach of an intersection. The reported control delay represents the worst-case approach, and does not account for traffic gaps created by adjacent traffic signals.

Section 5C

Residential Street Cut-Through Analysis

This section summarizes the residential street cut-through analysis for the Project. The objective of the residential street cut-through analysis is to determine potential increases in average daily traffic volumes on designated Local Streets, as classified in the City's General Plan, that can be identified as cut-through trips generated by the Project and that can adversely affect the character and function of those streets. Per Section 3.5.2 of the TAG, cut-through trips are defined as those that feature travel along a Local Street with residential land-use frontage, as an alternative to a higher classification street segment, to access a destination that is not within the neighborhood in which the Local Street is located.

Due to the fact that this is a residential Project, trips to and from the Project are not considered cut-through traffic as that only applies to commercial and industrial traffic. Thus, the Project does not meet the criteria to conduct a Local Residential Street Cut-Through Analysis.

Section 5D

Construction Impact Analysis

This section summarizes the construction schedule and construction impact analysis for the Project. The construction impact analysis relates to the temporary impacts that may result from the construction activities associated with the Project and was performed in accordance with Section 3.4, Project Construction, of the TAG.

CONSTRUCTION EVALUATION CRITERIA

Section 3.4.3 of the TAG identifies three types of in-street construction impacts that require further analysis to assess the effects of Project construction on the existing pedestrian, bicycle, transit, or vehicle circulation. The three types of impacts and related populations are:

1. Temporary transportation constraints – potential impacts on the transportation system
2. Temporary loss of access – potential impacts on visitors entering and leaving sites
3. Temporary loss of bus stops or rerouting of bus lines – potential impacts on bus travelers

The factors used to determine the significance of a project's impacts involve the likelihood and extent to which an impact might occur, the potential inconvenience caused to users of the transportation system, and consideration for public safety. Construction activities could potentially interfere with pedestrian, bicycle, transit, or vehicle circulation and accessibility to adjoining areas. As detailed in Section 3.4.4 of the TAG, the proposed construction plans should be reviewed to determine whether construction activities would require any of the following actions:

- Street, sidewalk, or lane closures
- Block existing vehicle, bicycle, or pedestrian access along a street or to parcels fronting the street
- Modification of access to transit stations, stops, or facilities during revenue hours

-
- Closure or movement of an existing bus stop or rerouting of an existing bus line
 - Creation of transportation hazards

PROPOSED CONSTRUCTION SCHEDULE

The Project is anticipated to be constructed over a 24-month period, with completion anticipated in Year 2024. Peak haul truck activity occurs during the grading phase and peak worker activity occurs during the building construction and finishing phases. These phases of construction were studied in greater detail.

GRADING PHASE

The peak period of truck activity during construction would occur during the grading of the Project Site. With the implementation of the Construction Management Plan, which is described in more detail below, it is anticipated that almost all haul truck activity to and from the Project Site would occur outside of the morning and afternoon peak hours. In addition, as discussed in more detail in the following section, worker trips to and from the Project Site would also occur outside of the peak hours. Therefore, no peak hour construction traffic impacts are expected during the grading phase of construction.

Haul trucks would travel on approved truck routes designated within the City. Haul truck traffic would take the most direct route to the appropriate freeway ramps. The haul route will be reviewed and approved by the City.

Grading Phase Trip Generation

Based on projections compiled for the Project, approximately 3,900 cubic yards (CY) of material would be excavated and removed from the Project Site over a 30-day period. It is anticipated that a maximum of nine trucks per workday, based on an anticipated haul truck capacity of 16 CY, would be required during this phase. Thus, up to 18 daily truck trips (nine inbound, nine outbound) are forecasted to occur during the grading phase, with approximately four trips per hour (two

inbound, two outbound) uniformly over a typical six-hour, off-peak hauling period (10:00 AM to 4:00 PM).

Because construction trucks (such as earth-hauling trucks and cement trucks) are larger and slower than the passenger vehicles that make up the majority of the vehicles on the roads, they have a greater effect on traffic than a passenger vehicle. *Transportation Research Circular No. 212, Interim Materials on Highway Capacity* (Transportation Research Board, 1980) defines passenger car equivalency (PCE) for a vehicle as the number of through moving passenger cars to which it is equivalent based on the vehicle's headway and delay-creating effects. Table 8 of *Transportation Research Circular No. 212* and Exhibit 22.11 of the HCM suggest a PCE of 2.0 for trucks traveling on level terrain. Assuming a PCE factor of 2.0, the 18 daily truck trips would be equivalent to 36 daily PCE trips. The four hourly truck trips would be equivalent to approximately eight PCE trips per hour (four inbound, four outbound).

In addition, a maximum of 20 daily construction workers is anticipated during the grading phase. The 20 construction workers would result in 40 one-way vehicle trips (20 inbound, 20 outbound), to and from the Project Site on a daily basis. It is anticipated that the majority of workers would arrive on-site prior to the weekday morning commuter peak hour and leave prior to or after the afternoon commuter peak hour. Therefore, no peak hour construction traffic impacts are expected during the grading phase of construction.

BUILDING CONSTRUCTION AND FINISHING PHASES

During the building construction and finishing phases, parking for construction workers would generally be provided on-site, in local public parking facilities or, if needed, at an adjacent private plaza until the on-site parking facility is available. Restrictions against workers parking in the public ROW in the vicinity of (or adjacent to) the Project Site would be identified as part of the Construction Management Plan. Construction materials storage and truck staging would generally be contained on-site or in the parking lane along the Project frontage on Bronson Avenue and Carlos Avenue.

The traffic impacts associated with construction workers depends on the number of construction workers employed during various phases of construction, as well as the travel mode and travel

time of the workers. In general, the hours of construction typically require workers to be on-site before the weekday morning commuter peak period and allow them to leave before or after the afternoon commuter peak period (i.e., arrive at the site prior to 7:00 AM and depart before 4:00 PM or after 6:00 PM). Therefore, most, if not all, construction worker trips would occur outside of the typical weekday commuter peak periods.

According to construction projections prepared for the Project, the building construction and finishing phases would employ the most construction workers, with a maximum of 200 workers per day. The estimated number of daily vehicle trips associated with the construction workers is approximately 400 one-way trips (200 inbound and 200 outbound trips), but nearly all of those trips would occur outside of the peak hours, as described above. As such, the building construction and finishing phases of Project construction is not expected to cause a traffic impact at any of the study intersections.

POTENTIAL IMPACTS ON ACCESS, TRANSIT, AND PARKING

Project construction is not expected to create hazards for roadway travelers, bus riders, or parkers, so long as commonly practiced safety procedures for construction are followed. Such procedures and other measures (e.g., to address temporary traffic control, lane closures, sidewalk closures, etc.) have been incorporated into the Construction Management Plan. The construction-related impacts associated with access and transit are anticipated to be less than significant, and the implementation of the Construction Management Plan described below would further reduce those impacts.

Access

Construction activities are expected to be primarily contained within the Project Site boundaries. However, it is expected that construction fences may encroach into the public ROW (e.g., sidewalks and roadways) adjacent to the Project Site. The curb lanes on Bronson Avenue and Carlos Avenue, which are used for parking, may be temporarily closed throughout the construction period. Temporary traffic controls would be provided to direct traffic around any

closures as required in the Construction Management Plan, and emergency access would not be impeded.

The use of the public ROW would require temporary re-routing of pedestrian and bicycle traffic. The Construction Management Plan would include measures to ensure pedestrian and bicycle safety along the affected sidewalks, bicycle facilities, and temporary walkways (e.g., use of light-duty barriers and cones, use of directional signage, maintaining continuous and unobstructed pedestrian paths, and/or providing overhead covering).

Transit

There are no existing bus stops located adjacent to the Project Site and, thus, no temporary relocation of any bus stop is anticipated due to the construction of the Project.

Parking

The curb lanes along Bronson Avenue and Carlos Avenue are anticipated to be used for staging, deliveries, and/or crane placement during construction. Thus, construction activities would potentially result in temporary loss of up to six public parking spaces.

CONSTRUCTION MANAGEMENT PLAN

A detailed Construction Management Plan, including street closure information, a detour plan, haul routes, and a staging plan would be prepared and submitted to the City for review and approval prior to commencing construction and is part of the building permit approval. The Construction Management Plan would formalize how construction would be carried out and identify specific actions that would be required to reduce effects on the surrounding community. The Construction Management Plan shall be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Project Site, and shall include, but not be limited to, the following elements, as appropriate:

-
- Advance bilingual notification of adjacent property owners and occupants of upcoming construction activities, including durations and daily hours of operation.
 - Temporary pedestrian, bicycle, and vehicular traffic controls during all construction activities on Bronson Avenue and Carlos Avenue to ensure traffic safety on public ROWs. These controls shall include, but not be limited to, flag people trained in pedestrian and bicycle safety.
 - Scheduling of construction activities to reduce the effect on traffic flow on surrounding arterial streets.
 - Spacing of trucks so as to discourage a convoy effect.
 - Containment of construction activity within the Project Site boundaries to the extent feasible.
 - Safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers shall be implemented as appropriate, including along all identified Los Angeles Unified School District (LAUSD) pedestrian routes to nearby schools.
 - Scheduling of construction-related deliveries, haul trips, etc., to occur outside the commuter peak hours, so as to not impede school drop-off and pick-up activities and students using LAUSD's identified pedestrian routes to nearby schools.
 - Maintenance of a log, available on the job site at all times, documenting the dates of hauling and the number of trips (i.e., trucks) per day.
 - Identification of a construction manager and provision of a telephone number for any inquiries or complaints from residents regarding construction activities. The telephone number shall be posted at the site readily visible to any interested party during site preparation, grading, and construction.

It is likely that the Construction Management Plan would also be submitted for approval to the City by the Related Projects prior to the start of construction activities. As part of the LADOT and/or Los Angeles Department of Building and Safety established review process of construction management plans, potential overlapping construction activities and proposed haul routes would be reviewed to minimize the impacts of cumulative construction activities on any particular roadway.

Section 5E

Parking Analysis

This section provides an analysis of the proposed parking and the potential parking impacts of the Project.

PARKING SUPPLY

The Project would provide a total of 134 vehicular parking spaces and 98 (89 long-term and nine short-term) bicycle parking spaces on-site.

VEHICLE PARKING CODE REQUIREMENTS

The parking requirements for the residential use of the Project were calculated by applying the appropriate parking ratios for a residential development under the requirements of *Assembly Bill No. 2345 Planning and Zoning: Density Bonuses: Annual Report: Affordable Housing* (Gonzalez, 2019-2020) (AB 2345). The minimum requirement is 0.5 spaces per residential dwelling unit.

As shown in Table 15, the Project would require a minimum of 64 spaces for the 128 dwelling units. The Project's proposed 134 spaces would satisfy the AB 2345 requirement for minimum on-site parking supply.

BICYCLE PARKING CODE REQUIREMENTS

LAMC Section 12.21.A.16 details the long-term and short-term bicycle parking requirements for new developments, which are summarized in Table 16. As shown, the Project would require a total of 89 long-term and nine short-term bicycle parking spaces. The Project's proposed 89 long-term

and nine short-term bicycle parking spaces would satisfy the LAMC requirements for on-site bicycle parking supply.

TABLE 15
VEHICLE PARKING CODE REQUIREMENTS

Land Use	Size	Parking Rate [a]	Total Spaces
Residential	128 du	0.50 sp / 1 du	64
Vehicle Parking Requirement			64

Notes

[a] Residential parking rates per *Assembly Bill No. 2345 Planning and Zoning: Density Bonuses: Annual Report: Affordable Housing* (Gonzalez, 2019-2020).

**TABLE 16
BICYCLE PARKING CODE REQUIREMENTS**

Land Use	Size	Short-Term		Long-Term	
		Rate [a]	Requirement	Rate [a]	Requirement
Residential (1-25 du)	25 du	1.0 sp / 10 du	3 sp	1.0 sp / 1 du	25 sp
Residential (26-100 du)	75 du	1.0 sp / 15 du	5 sp	1.0 sp / 1.5 du	50 sp
Residential (101-128 du)	28 du	1.0 sp / 20 du	1 sp	1.0 sp / 2.0 du	14 sp
Total Short-Term			9 sp	Total Long-Term	89 sp
Total Code Bicycle Parking Requirement					98 sp

Notes

[a] Bicycle requirements as calculated by Section 12.21.A.16 of *Los Angeles Municipal Code (LAMC)* and proposed amendments per Case No. CPC-2016-4216-CA and Council File No. 12-1297-S1.

Chapter 6

Summary and Conclusions

This study was undertaken to analyze the potential transportation impacts of the Project on the transportation system. The following summarizes the results of this analysis:

- The Project is located at 1725, 1729, and 1739 North Bronson Avenue.
- The Project proposes 116 market-rate apartment units and 12 affordable apartment units and is anticipated to be completed in Year 2024.
- Vehicular access would be provided via two driveways, one along Bronson Avenue and one along Carlos Avenue.
- The Project is estimated to generate 38 net new morning peak hour trips and 42 net new afternoon peak hour trips.
- The Project would be consistent with the City's plans, programs, ordinances, and policies and would not result in any geometric design hazard impacts.
- The Project would not result in VMT impacts and would not require mitigation.
- The Project provides adequate internal circulation to accommodate vehicular, pedestrian, and bicycle traffic without impeding through traffic movements on City streets.
- The addition of Project trips would not adversely affect any residential Local Streets.
- Construction traffic would be generated outside of the commuter morning and afternoon peak hours to the extent feasible and would be substantially less than the traffic generated by operation of the Project. A Construction Management Plan would be prepared to ensure that construction impacts are minimized.
- The Project would provide a total of 134 vehicle parking spaces within four levels of above ground and one level of subterranean parking and a total of 89 long-term and nine short-term bicycle parking spaces.

References

2010 Bicycle Plan, A Component of the City of Los Angeles Transportation Element, Los Angeles Department of City Planning, adopted March 1, 2011.

2012 Developer Fee Justification Study, Los Angeles Unified School District, 2012.

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City of Los Angeles VMT Calculator Documentation, Los Angeles Department of Transportation and Los Angeles Department of City Planning, May 2020.

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City of Los Angeles VMT Calculator Version 1.3, Los Angeles Department of Transportation, July 2020.

Citywide Design Guidelines, Los Angeles City Planning Urban Design Studio, October 2019.

Connect SoCal – The 2020-2045 Regional Transportation Plan / Sustainable Communities Strategy, Southern California Association of Governments, Adopted September 2020.

Highway Capacity Manual, 6th Edition, Transportation Research Board, 2016.

Hollywood Community Plan, Los Angeles Department of City Planning, 1988.

Hollywood Community Plan Update Draft Environmental Impact Report, Terry A. Hayes Associates, Inc., November 2018.

Interim Guidance for Freeway Safety Analysis, Los Angeles Department of Transportation, May 2020.

Los Angeles Municipal Code, City of Los Angeles.

Mobility Plan 2035, An Element of the General Plan, Los Angeles Department of City Planning, September 2016.

Plan for a Healthy Los Angeles: A Health and Wellness Element of the General Plan, Los Angeles Department of City Planning, March 2015.

Quantifying Greenhouse Gas Mitigation Measures, California Air Pollution Control Officers Association, 2010.

References, cont.

Redevelopment Plan for the Hollywood Redevelopment Project, The Community Redevelopment Agency of the City of Los Angeles, May 2003.

SCAG Regional Travel Demand Model and 2012 Model Validation, Southern California Association of Governments, March 2016.

State of California Senate Bill 743, Steinberg, 2013.

Technical Advisory on Evaluating Transportation Impacts in CEQA, Governor's Office of Planning and Research, December 2018.

Transportation Research Circular No. 212, Interim Materials on Highway Capacity, Transportation Research Board, 1980.

Transportation Assessment Guidelines, Los Angeles Department of Transportation, July 2020.

Trip Generation Manual, 9th Edition, Institute of Transportation Engineers, 2012.

Trip Generation Manual, 10th Edition, Institute of Transportation Engineers, 2017.

Vision Zero: Eliminating Traffic Deaths in Los Angeles by 2025, City of Los Angeles, August 2015.

Appendix A

Memorandum of Understanding

IV. STUDY AREA AND ASSUMPTIONS

Project Buildout Year: 2024 Ambient Growth Rate: 1.0 % Per Yr.

Related Projects List, researched by the consultant and approved by LADOT, attached? (Required) ☒ Yes ☐ No

STUDY INTERSECTIONS and/or STREET SEGMENTS (May be subject to LADOT revision after access, safety and circulation evaluation)

1	Bronson Ave & Franklin Ave	4	Bronson Ave & Hollywood Blvd
2	Gower St & Carlos Ave	5	
3	Bronson Ave & Carlos Ave	6	

Is this Project located on a street within the High Injury Network? ☐ Yes ☒ No

V. ACCESS ASSESSMENT

- Does the project exceed 1,000 total DVT? ☐ Yes ☒ No
- Is the project's frontage 250 linear feet or more along an Avenue or Boulevard as classified by the City's General Plan? ☐ Yes ☒ No
- Is the project's building frontage encompassing an entire block along an Avenue or Boulevard as classified by the City's General Plan? ☐ Yes ☒ No

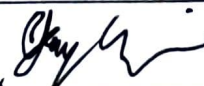
If questions a., b., or c. is Yes then complete **Attachment C.1: Access Assessment Criteria**.

VI. SITE PLAN AND MAP OF STUDY AREA

Does the attached site plan or map of study area show	Yes	No	Not Applicable
Each study intersection and/or street segment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Project Vehicle Peak Hour trips at each study intersection	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Project Vehicle Peak Hour trips at each project access point	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Project driveways (show widths and directions or lane assignment)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pedestrian access points and any pedestrian paths	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pedestrian loading zones	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Delivery loading zone or area	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bicycle parking onsite	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bicycle parking offsite (in public right-of-way)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

VII. CONTACT INFORMATION

	<u>CONSULTANT</u>	<u>DEVELOPER</u>
Name:	Gibson Transportation Consulting, Inc.	1717 Bronson Holdings, LLC
Address:	555 W. 5th St. Suite 3375, Los Angeles, CA 90013	800 Wilshire Blvd., Suite 860, Los Angeles, CA 90017
Phone Number:	(213) 683-0088	(213) 279-6965
E-Mail:	lmullarkey-williams@gibsontrans.com	chris@gonzaleslawgroup.com

Approved by: x _____	x 	2-10-2021
Consultant's Representative	Date	LADOT Representative
		*Date

*MOUs are generally valid for two years after signing. If after two years a transportation assessment has not been submitted to LADOT, the developer's representative shall check with the appropriate LADOT office to determine if the terms of this MOU are still valid or if a new MOU is needed.

Transportation Assessment Memorandum of Understanding (MOU)

This MOU acknowledges that the Transportation Assessment for the following Project will be prepared in accordance with the latest version of LADOT's Transportation Assessment Guidelines:

I. PROJECT INFORMATION

Project Name: Hollywood/Bronson Residential Tower

Project Address: 1725, 1729, 1739 N Bronson Avenue Los Angeles, CA 90028

Project Description: The Project would consist of a 24-story residential development with 128 apartment units (12 affordable units).

Parking would be provided in one subterranean and four above ground levels with access via Bronson Avenue and Carlos Avenue.

LADOT Project Case Number: CEN 20-50709 Project Site Plan attached? (Required) ☒ Yes ☐ No

II. TRANSPORTATION DEMAND MANAGEMENT (TDM) MEASURES

Provide any transportation demand management measures that are being considered where the eligibility needs to be verified in advance (e.g. bike share kiosks, unbundled parking, microtransit service, etc.). Note that LADOT staff will make the final determination if TDM measures eligibility for a particular project. Please confirm eligibility with the LADOT Planning and Bureau staff assigned to your project.

- | | |
|---------------------------|---------|
| 1 <u>Unbundle Parking</u> | 4 _____ |
| 2 _____ | 5 _____ |
| 3 _____ | 6 _____ |

Select any TDM measures that are currently being considered that may be eligible as a Project Design Feature¹:

<input type="checkbox"/>	Reduced Parking Supply ²
<input checked="" type="checkbox"/>	Bicycle Parking and Amenities
<input type="checkbox"/>	Parking Cash Out

III. TRIP GENERATION

Trip Generation Rate(s) Source: ITE 10th Edition / Other ITE 10th Edition and LADOT TAG

Trip Generation Adjustment (Exact amount of credit subject to approval by LADOT)	Yes	No
Transit Usage	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Existing Active or Previous Land Use	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Internal Trip	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Pass-By Trip	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Transportation Demand Management (See above)	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Trip generation table including a description of the existing and proposed land uses, rates, estimated morning and afternoon peak hour volumes (ins/outs/totals), proposed trip credits, etc. attached? (Required) ☒ Yes ☐ No

	IN	OUT	TOTAL
AM Trips	10	28	38
PM Trips	25	17	42

NET Daily Vehicle Trips (DVT)
 _____ DVT (ITE ____ ed.)
 502 DVT (VMT Calculator ver. 1.3)

¹ At this time Project Design Features are only those measures that are also shown to be needed to comply with a local ordinance, affordable housing incentive program, or state law.

² Select if reduced parking supply is pursued as a result of a parking incentive as permitted by the City's Bicycle Parking Ordinance, State Density Bonus Law, or a the City's Transit Oriented Community Guidelines.

Appendix B

Traffic Volume Data

Turning Movement Count Report AM

Location ID: 6
 North/South: Bronson Avenue
 East/West: Franklin Avenue

Date: 05/03/18
 City: Los Angeles, CA

	Southbound			Westbound			Northbound			Eastbound			
	1	2	3	4	5	6	7	8	9	10	11	12	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
07:00	15	14	5	3	257	20	7	8	6	11	104	10	460
07:15	11	15	11	2	282	21	13	13	5	15	148	17	553
07:30	24	26	32	10	321	33	22	19	6	7	203	12	715
07:45	29	38	28	18	275	39	20	51	9	15	204	21	747
08:00	18	49	39	7	290	46	27	16	13	28	170	14	717
08:15	28	38	21	2	274	61	26	30	5	14	175	17	691
08:30	22	30	28	13	263	49	39	10	12	20	224	20	730
08:45	30	42	31	8	247	52	34	25	9	14	187	17	696
09:00	20	30	23	4	275	45	36	19	11	28	170	28	689
09:15	29	30	28	5	282	46	33	13	11	18	169	20	684
09:30	29	33	19	2	276	45	26	20	12	20	193	26	701
09:45	20	28	23	10	293	53	24	20	9	20	146	23	669

Total Volume:	275	373	288	84	3335	510	307	244	108	210	2093	225	8052
Approach %	29%	40%	31%	2%	85%	13%	47%	37%	16%	8%	83%	9%	

Peak Hr Begin:	7:45												
PHV	97	155	116	40	1102	195	112	107	39	77	773	72	2885
PHF	0.868			0.974			0.806			0.873			0.966

Turning Movement Count Report PM

Location ID: 6
 North/South: Bronson Avenue
 East/West: Franklin Avenue

Date: 05/03/18
 City: Los Angeles, CA

	Southbound			Westbound			Northbound			Eastbound			
	1	2	3	4	5	6	7	8	9	10	11	12	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	26	16	27	10	208	16	50	29	14	12	278	27	713
15:15	25	30	32	13	219	24	59	28	13	16	329	27	815
15:30	32	28	25	8	226	34	60	27	14	18	294	29	795
15:45	29	20	23	14	246	29	69	24	10	11	286	26	787
16:00	30	34	21	12	208	24	82	33	10	15	299	22	790
16:15	12	28	30	13	220	26	83	45	13	23	296	32	821
16:30	26	28	36	15	226	20	65	37	11	14	330	22	830
16:45	17	18	28	21	228	16	64	32	10	15	362	20	831
17:00	29	19	23	14	183	24	80	43	13	18	286	23	755
17:15	20	31	20	14	172	24	54	50	17	16	329	23	770
17:30	24	20	31	10	189	23	94	33	4	14	350	20	812
17:45	19	22	18	13	251	23	75	29	15	13	339	26	843

Total Volume:	289	294	314	157	2576	283	835	410	144	185	3778	297	9562
Approach %	32%	33%	35%	5%	85%	9%	60%	30%	10%	4%	89%	7%	

Peak Hr Begin:	16:00												
PHV	85	108	115	61	882	86	294	147	44	67	1287	96	3272
PHF	0.856			0.971			0.860			0.913			0.984

Pedestrian/Bicycle Count Report

Leg:	North		East		South		West	
	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
07:00	5	0	0	0	9	0	5	0
07:15	2	0	0	0	5	0	3	0
07:30	9	0	1	0	2	0	6	0
07:45	10	0	0	0	3	0	11	0
08:00	22	0	0	0	17	2	16	1
08:15	18	0	0	0	10	0	9	0
08:30	5	0	0	0	12	0	7	0
08:45	12	1	0	0	10	0	3	0
09:00	5	0	0	0	4	1	4	1
09:15	5	1	0	0	5	2	9	1
09:30	15	0	0	0	4	0	10	0
09:45	6	0	0	0	4	0	6	0

Leg:	North		East		South		West	
	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
15:00	26	2	0	0	16	0	21	1
15:15	19	0	0	0	12	0	19	0
15:30	23	0	0	0	5	0	9	1
15:45	19	0	0	0	5	0	17	0
16:00	19	1	0	0	10	2	6	0
16:15	29	1	0	0	6	1	13	0
16:30	24	1	0	0	6	1	10	0
16:45	33	0	0	0	5	0	21	0
17:00	34	0	0	0	13	1	11	0
17:15	41	1	0	0	8	1	20	0
17:30	48	0	0	0	5	1	18	0
17:45	27	0	0	0	15	0	19	0

Turning Movement Count Report AM

Location ID: 13
 North/South: Bronson Avenue
 East/West: Hollywood Blvd

Date: 05/02/18
 City: Los Angeles, CA

	Southbound			Westbound			Northbound			Eastbound			
	1	2	3	4	5	6	7	8	9	10	11	12	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
07:00	22	21	22	10	204	10	16	10	3	2	78	5	403
07:15	14	9	29	7	228	15	38	27	5	5	88	8	473
07:30	25	31	23	12	236	26	36	30	9	2	104	12	546
07:45	31	55	24	21	217	22	28	36	3	8	103	8	556
08:00	39	79	32	12	243	41	41	36	7	10	134	16	690
08:15	29	89	24	21	207	42	40	42	6	8	123	16	647
08:30	31	56	30	19	246	41	38	37	7	5	100	19	629
08:45	31	55	30	11	233	41	30	45	8	12	112	15	623
09:00	22	51	35	9	209	39	35	32	7	7	114	10	570
09:15	26	72	27	24	246	40	44	29	8	14	122	13	665
09:30	29	55	29	12	211	31	41	29	5	7	112	7	568
09:45	31	33	23	11	193	33	30	27	7	11	112	13	524

Total Volume:	330	606	328	169	2673	381	417	380	75	91	1302	142	6894
Approach %	26%	48%	26%	5%	83%	12%	48%	44%	9%	6%	85%	9%	

Peak Hr Begin:	8:00												
PHV	130	279	116	63	929	165	149	160	28	35	469	66	2589
PHF	0.875			0.945			0.957			0.891			0.938

Turning Movement Count Report PM

Location ID: 13
 North/South: Bronson Avenue
 East/West: Hollywood Blvd

Date: 05/02/18
 City: Los Angeles, CA

	Southbound			Westbound			Northbound			Eastbound			
	1	2	3	4	5	6	7	8	9	10	11	12	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	20	36	32	13	172	17	44	46	16	10	190	21	617
15:15	22	29	26	19	165	15	31	54	15	8	190	29	603
15:30	22	42	24	19	165	16	46	57	14	6	183	27	621
15:45	25	26	25	22	169	24	32	83	19	5	192	22	644
16:00	19	40	21	22	174	24	44	68	14	11	182	18	637
16:15	16	36	16	25	178	20	33	60	7	14	192	19	616
16:30	16	45	23	17	168	18	36	69	15	7	181	39	634
16:45	18	30	19	22	159	14	21	78	15	13	166	40	595
17:00	12	49	20	16	192	17	37	63	14	10	180	38	648
17:15	16	33	22	33	188	16	40	74	18	14	206	38	698
17:30	17	47	24	17	198	21	43	94	11	15	181	32	700
17:45	9	51	18	20	180	30	46	77	10	18	186	25	670

Total Volume:	212	464	270	245	2108	232	453	823	168	131	2229	348	7683
Approach %	22%	49%	29%	9%	82%	9%	31%	57%	12%	5%	82%	13%	

Peak Hr Begin:	17:00												
PHV	54	180	84	86	758	84	166	308	53	57	753	133	2716
PHF	0.903			0.979			0.890			0.914			0.970

Pedestrian/Bicycle Count Report

Leg:	North		East		South		West	
	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
07:00	12	0	2	1	0	0	2	0
07:15	2	0	1	1	1	1	7	0
07:30	6	3	5	1	0	0	7	0
07:45	9	0	7	0	1	1	8	0
08:00	8	1	2	0	0	0	4	0
08:15	15	2	4	0	2	1	1	1
08:30	7	0	6	0	0	0	7	0
08:45	21	1	8	0	2	0	0	0
09:00	10	3	5	1	0	0	7	0
09:15	11	1	9	2	0	0	10	0
09:30	17	4	6	0	0	0	8	0
09:45	13	3	2	0	1	0	7	0

Leg:	North		East		South		West	
	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
15:00	18	0	1	0	2	1	10	0
15:15	9	2	5	1	1	0	17	0
15:30	11	1	15	0	0	1	7	0
15:45	19	1	5	1	1	1	11	0
16:00	21	3	7	0	0	1	5	1
16:15	20	0	12	1	2	1	7	0
16:30	14	0	5	0	1	0	9	0
16:45	27	3	9	0	2	0	11	1
17:00	23	0	6	1	0	1	11	0
17:15	23	2	10	0	1	1	15	0
17:30	13	3	10	0	0	2	18	2
17:45	23	3	8	1	1	2	21	0



City Of Los Angeles
Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South

BRONSON AV

East/West

YUCCA ST

Day: WEDNESDAY Date: July 7, 2010 Weather: SUNNY

Hours: 7-10AM 3-6PM Chekrs: KL/CY

School Day: YES District: HOLLYWOOD I/S CODE 22255

	N/B	S/B	E/B	W/B
DUAL-WHEELED	32	32	2	0
BIKES	1	21	11	0
BUSES	0	0	0	0

	N/B TIME	S/B TIME	E/B TIME	W/B TIME
AM PK 15 MIN	40 9.00	107 9.15	6 8.00	0 7.00
PM PK 15 MIN	96 5.30	109 5.45	8 3.30	0 3.00
AM PK HOUR	132 8.30	408 8.45	18 8.00	0 7.00
PM PK HOUR	331 5.00	347 5.00	23 3.00	0 3.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	3	75	0	78
8-9	5	101	0	106
9-10	7	109	0	116
3-4	11	217	0	228
4-5	8	208	0	216
5-6	16	315	0	331
TOTAL	50	1025	0	1075

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	217	2	219
8-9	0	315	1	316
9-10	0	376	3	379
3-4	0	289	3	292
4-5	0	312	5	317
5-6	0	337	10	347
TOTAL	0	1846	24	1870

TOTAL

N-S
297
422
495
520
533
678
2945

XING S/L

Ped	Sch
1	0
3	0
0	0
1	0
1	0
3	0
9	0

XING N/L

Ped	Sch
16	0
124	0
61	0
50	0
29	0
82	0
362	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	3	0	8	11
8-9	6	0	12	18
9-10	7	0	9	16
3-4	6	0	17	23
4-5	3	0	6	9
5-6	13	0	7	20
TOTAL	38	0	59	97

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	0	0
8-9	0	0	0	0
9-10	0	0	0	0
3-4	0	0	0	0
4-5	0	0	0	0
5-6	0	0	0	0
TOTAL	0	0	0	0

TOTAL

E-W
11
18
16
23
9
20
97

XING W/L

Ped	Sch
3	0
6	0
6	0
22	0
25	1
25	0
87	1

XING E/L

Ped	Sch
0	0
0	0
0	0
0	0
0	0
0	0
0	0

Turning Movement Count Report AM

Location ID: 7
 North/South: Gower Street
 East/West: Carlos Avenue

Date: 05/02/18
 City: Los Angeles, CA

	Southbound			Westbound			Northbound			Eastbound			Totals:
	1	2	3	4	5	6	7	8	9	10	11	12	
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
07:00	4	145	1	0	1	3	1	49	0	1	1	1	207
07:15	4	177	3	4	0	1	2	49	2	1	1	2	246
07:30	3	187	4	5	0	3	1	68	1	4	0	0	276
07:45	5	211	1	7	0	1	2	77	1	2	0	1	308
08:00	6	224	4	7	0	10	3	89	2	3	0	2	350
08:15	5	170	1	9	0	9	4	96	9	1	0	2	306
08:30	3	232	4	7	3	4	4	83	8	10	0	7	365
08:45	14	241	2	2	0	6	7	73	7	5	0	4	361
09:00	8	227	6	9	1	12	3	81	2	8	1	2	360
09:15	4	180	1	12	1	13	4	89	1	5	3	1	314
09:30	1	213	4	8	0	9	3	80	3	6	0	1	328
09:45	3	189	4	3	1	5	4	73	2	3	1	1	289

Total Volume:	60	2396	35	73	7	76	38	907	38	49	7	24	3710
Approach %	2%	96%	1%	47%	4%	49%	4%	92%	4%	61%	9%	30%	

Peak Hr Begin:	8:30												
PHV	29	880	13	30	5	35	18	326	18	28	4	14	1400
PHF	0.897			0.673			0.953			0.676			0.959

Turning Movement Count Report PM

Location ID: 7
 North/South: Gower Street
 East/West: Carlos Avenue

Date: 05/02/18
 City: Los Angeles, CA

	Southbound			Westbound			Northbound			Eastbound			
	1	2	3	4	5	6	7	8	9	10	11	12	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	3	153	4	13	0	4	6	158	6	1	0	1	349
15:15	4	137	3	5	0	8	5	129	5	9	0	2	307
15:30	3	130	3	13	0	8	11	133	6	2	0	1	310
15:45	3	112	2	8	0	3	9	165	8	5	0	3	318
16:00	4	134	4	7	0	7	11	163	7	4	0	2	343
16:15	8	135	10	4	0	7	15	157	5	4	0	4	349
16:30	9	125	5	5	1	6	14	174	11	9	1	1	361
16:45	8	123	2	8	0	7	22	147	3	7	0	6	333
17:00	3	134	2	9	0	2	6	204	6	7	0	3	376
17:15	2	131	4	10	1	19	9	181	7	4	0	3	371
17:30	4	110	8	6	0	8	11	168	4	3	0	1	323
17:45	3	154	10	12	0	9	10	169	7	2	0	1	377

Total Volume:	54	1578	57	100	2	88	129	1948	75	57	1	28	4117
Approach %	3%	93%	3%	53%	1%	46%	6%	91%	3%	66%	1%	33%	

Peak Hr Begin:	17:00												
PHV	12	529	24	37	1	38	36	722	24	16	0	8	1447
PHF	0.846			0.633			0.905			0.600			0.960

Pedestrian/Bicycle Count Report

Leg:	North		East		South		West	
	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
07:00	0	0	2	1	2	0	5	0
07:15	0	0	3	2	3	0	4	0
07:30	0	0	12	0	2	0	2	0
07:45	0	0	13	0	3	0	8	0
08:00	1	0	9	0	1	0	0	0
08:15	3	0	9	1	5	0	4	0
08:30	2	0	4	1	0	0	6	1
08:45	6	0	8	0	0	0	3	0
09:00	1	1	13	0	2	0	0	1
09:15	2	0	26	0	4	0	3	0
09:30	2	1	3	0	3	0	7	0
09:45	0	0	14	0	3	0	5	0

Leg:	North		East		South		West	
	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
15:00	0	0	6	2	0	0	4	0
15:15	3	0	15	0	4	0	6	0
15:30	2	0	15	0	3	0	6	0
15:45	2	0	9	0	1	0	3	2
16:00	2	0	9	1	5	0	8	1
16:15	5	0	11	0	5	0	5	1
16:30	0	0	4	1	0	0	4	0
16:45	1	0	15	0	2	0	4	0
17:00	2	0	7	0	3	0	4	0
17:15	2	0	11	0	5	0	7	0
17:30	6	0	13	0	3	0	10	0
17:45	6	0	16	1	6	0	5	0

Appendix C

CEQA T-1 Plans, Policies, Programs Consistency Worksheet

Plans, Policies and Programs Consistency Worksheet

The worksheet provides a structured approach to evaluate the threshold T-1 question below, that asks whether a project conflicts with a program, plan, ordinance or policy addressing the circulation system. The intention of the worksheet is to streamline the project review by highlighting the most relevant plans, policies and programs when assessing potential impacts to the City's circulation system.

Threshold T-1: Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities?

This worksheet does not include an exhaustive list of City policies, and does not include community plans, specific plans, or any area-specific regulatory overlays. The Department of City Planning project planner will need to be consulted to determine if the project would obstruct the City from carrying out a policy or program in a community plan, specific plan, streetscape plan, or regulatory overlay that was adopted to support multimodal transportation options or public safety. LADOT staff should be consulted if a project would lead to a conflict with a mobility investment in the Public Right of Way (PROW) that is currently undergoing planning, design, or delivery. This worksheet must be completed for all projects that meet the Section I. Screening Criteria. For description of the relevant planning documents, **see Attachment D.1.**

For any response to the following questions that checks the box in bold text ((i.e. ☐ Yes or ☐ No), further analysis is needed to demonstrate that the project does not conflict with a plan, policy, or program.

I. SCREENING CRITERIA FOR POLICY ANALYSIS

If the answer is 'yes' to any of the following questions, further analysis will be required:

Does the project require a discretionary action that requires the decision maker to find that the project would substantially conform to the purpose, intent and provisions of the General Plan?

☐ Yes ☐ No

Is the project known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety?

☐ Yes ☐ No

Is the project required to or proposing to make any voluntary modifications to the public right-of-way (i.e., dedications and/or improvements in the right-of-way, reconfigurations of curb line, etc.)?

☐ Yes ☐ No

II. PLAN CONSISTENCY ANALYSIS

A. Mobility Plan 2035 PROW Classification Standards for Dedications and Improvements

These questions address potential conflict with:

Mobility Plan 2035 Policy 2.1 – Adaptive Reuse of Streets. Design, plan, and operate streets to serve multiple purposes and provide flexibility in design to adapt to future demands.

Mobility Plan 2035 Policy 2.3 – Pedestrian Infrastructure. Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.

Mobility Plan 2035 Policy 3.2 – People with Disabilities. Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.

Mobility Plan 2035 Street Designations and Standard Roadway Dimensions

A.1 Does the project include additions or new construction along a street designated as a Boulevard I, and II, and/or Avenue I, II, or III on property zoned for R3 or less restrictive zone? ☐ Yes ☐ No

A.2 If **A.1 is yes**, is the project required to make additional dedications or improvements to the Public Right of Way as demonstrated by the street designation. ☐ Yes ☐ No ☐ N/A

A.3 If **A.2 is yes**, is the project making the dedications and improvements as necessary to meet the designated dimensions of the fronting street (Boulevard I, and II, or Avenue I, II, or III)?

☐ Yes ☐ No ☐ N/A

If the answer is to **A.1 or A.2 is NO, or to A.1, A.2 and A.3. is YES**, then the project does not conflict with the dedication and improvement requirements that are needed to comply with the Mobility Plan 2035 Street Designations and Standard Roadway Dimensions.

A.4 If the answer to **A.3. is NO**, is the project applicant asking to waive from the dedication standards? ☐ **Yes** ☐ **No** ☐ N/A

Lists any streets subject to dedications or voluntary dedications and include existing roadway and sidewalk widths, required roadway and sidewalk widths, and proposed roadway and sidewalk width or waivers.

Bronson Ave - Half ROW

Frontage 1 Existing PROW'/Curb' : Existing _____ Required _____ Proposed _____

Carlos Ave - Half ROW

Frontage 2 Existing PROW'/Curb' : Existing _____ Required _____ Proposed _____

Frontage 3 Existing PROW'/Curb' : Existing _____ Required _____ Proposed _____

Frontage 4 Existing PROW'/Curb' : Existing _____ Required _____ Proposed _____

If the answer to **A.4 is NO**, the project is inconsistent with Mobility Plan 2035 street designations and must file for a waiver of street dedication and improvement.

If the answer to **A.4 is YES**, additional analysis is necessary to determine if the dedication and/or improvements are necessary to meet the City's mobility needs for the next 20 years. The following factors may contribute to determine if the dedication or improvement is necessary:

Is the project site along any of the following networks identified in the City's Mobility Plan?

- Transit Enhanced Network
- Bicycle Enhanced Network
- Bicycle Lane Network
- Pedestrian Enhanced District Bronson Avenue
- Neighborhood Enhanced Network Carlos Avenue

To see the location of the above networks, see **Transportation Assessment Support Map**.¹

Is the project within the service area of Metro Bike Share, or is there demonstrated demand for micro-mobility services?

If the project dedications and improvements asking to be waived are necessary to meet the City's mobility needs, the project may be found to conflict with a plan that is adopted to protect the environment.

B. Mobility Plan 2035 PROW Policy Alignment with Project-Initiated Changes

B.1 Project-Initiated Changes to the PROW Dimensions

These questions address potential conflict with:

Mobility Plan 2035 Policy 2.1 – Adaptive Reuse of Streets. Design, plan, and operate streets to serve multiple purposes and provide flexibility in design to adapt to future demands.

Mobility Plan 2035 Policy 2.3 – Pedestrian Infrastructure. Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.

Mobility Plan 2035 Policy 3.2 – People with Disabilities. Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.

Mobility Plan 2035 Policy 2.10 – Loading Areas. Facilitate the provision of adequate on and off-site street loading areas.

Mobility Plan 2035 Street Designations and Standard Roadway Dimensions

¹ LADOT Transportation Assessment Support Map <https://arcg.is/fubbd>

B.1 Does the project physically modify the curb placement or turning radius and/or physically alter the sidewalk and parkways space that changes how people access a property?

Examples of physical changes to the public right-of-way include:

- widening the roadway,
- narrowing the sidewalk,
- adding space for vehicle turn outs or loading areas,
- removing bicycle lanes, bike share stations, or bicycle parking
- modifying existing bus stop, transit shelter, or other street furniture
- paving, narrowing, shifting or removing an existing parkway or tree well

☐ Yes ☐ No

B.2 Driveway Access

These questions address potential conflict with:

Mobility Plan 2035 Policy 2.10 – Loading Areas. Facilitate the provision of adequate on and off-site street loading areas.

Mobility Plan 2035 Program PL.1. Driveway Access. Require driveway access to buildings from non-arterial streets or alleys (where feasible) in order to minimize interference with pedestrian access and vehicular movement.

Citywide Design Guidelines - Guideline 2: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience.

Site Planning Best Practices:

- *Prioritize pedestrian access first and automobile access second. Orient parking and driveways toward the rear or side of buildings and away from the public right-of-way. On corner lots, parking should be oriented as far from the corner as possible.*
- *Minimize both the number of driveway entrances and overall driveway widths.*
- *Do not locate drop-off/pick-up areas between principal building entrances and the adjoining sidewalks.*
- *Orient vehicular access as far from street intersections as possible.*
- *Place drive-thru elements away from intersections and avoid placing them so that they create a barrier between the sidewalk and building entrance(s).*
- *Ensure that loading areas do not interfere with on-site pedestrian and vehicular circulation by separating loading areas and larger commercial vehicles from areas that are used for public parking and public entrances.*

B.2 Does the project add new driveways along a street designated as an Avenue or a Boulevard that conflict with LADOT's Driveway Design Guidelines (See Sec. 321 in the Manual of Policies and Procedures) by any of the following:

- locating new driveways for residential properties on an Avenue or Boulevard, and access is otherwise possible using an alley or a collector/local street, or
- locating new driveways for industrial or commercial properties on an Avenue or Boulevard and access is possible along a collector/local street, or

- the total number of new driveways exceeds 1 driveway per every 200 feet² along on the Avenue or Boulevard frontage, or
- locating new driveways on an Avenue or Boulevard within 150 feet from the intersecting street, or
- locating new driveways on a collector or local street within 75 feet from the intersecting street, or
- locating new driveways near mid-block crosswalks, requiring relocation of the mid-block crosswalk

☐ Yes ☐ No

If the answer to **B.1 and B.2 are both NO**, then the project would not conflict with a plan or policies that govern the PROW as a result of the project-initiated changes to the PROW.

Impact Analysis

If the answer to either **B.1 or B.2 are YES**, City plans and policies should be reviewed in light of the proposed physical changes to determine if the City would be obstructed from carrying out the plans and policies. The analysis should pay special consideration to substantial changes to the Public Right of Way that may either degrade existing facilities for people walking and bicycling (e.g., removing a bicycle lane), or preclude the City from completing complete street infrastructure as identified in the Mobility Plan 2035, especially if the physical changes are along streets that are on the High Injury Network (HIN). The analysis should also consider if the project is in a Transit Oriented Community (TOC) area, and would degrade or inhibit trips made by biking, walking and/ or transit ridership. The streets that need special consideration are those that are included on the following networks identified in the Mobility Plan 2035, or the HIN:

- Transit Enhanced Network
- Bicycle Enhanced Network
- Bicycle Lane Network
- Pedestrian Enhanced District
- Neighborhood Enhanced Network
- High Injury Network

To see the location of the above networks, see **Transportation Assessment Support Map**.³

Once the project is reviewed relevant to plans and policies, and existing facilities that may be impacted by the project, the analysis will need to answer the following two questions in concluding if there is an impact due to plan inconsistency.

B.2.1 Would the physical changes in the public right of way or new driveways that conflict with LADOT's Driveway Design Guidelines degrade the experience of vulnerable roadway users such as modify, remove, or otherwise negatively impact existing bicycle, transit, and/or pedestrian infrastructure?

☐ Yes ☐ No ☐ N/A

² for a project frontage that exceeds 400 feet along an Avenue or Boulevard, the incremental additional driveway above 2 is more than 1 driveway for every 400 additional feet.

³ LADOT Transportation Assessment Support Map <https://arcg.is/fubbd>

B.2.2 Would the physical modifications or new driveways that conflict with LADOT's Driveway Design Guidelines preclude the City from advancing the safety of vulnerable roadway users?

☐ Yes ☐ No ☐ N/A

If either of the answers to either **B.2.1 or B.2.2 are YES**, the project may conflict with the Mobility Plan 2035, and therefore conflict with a plan that is adopted to protect the environment. If either of the answers to both **B.2.1. or B.2.2. are NO**, then the project would not be shown to conflict with plans or policies that govern the Public Right-of-Way.

C. Network Access

C. 1 Alley, Street and Stairway Access

These questions address potential conflict with:

Mobility Plan Policy 3.9 Increased Network Access: Discourage the vacation of public rights-of-way.

C.1.1 Does the project propose to vacate or otherwise restrict public access to a street, alley, or public stairway?

☐ Yes ☐ No

C.1.2 If the answer to C.1.1 is Yes, will the project provide or maintain public access to people walking and biking on the street, alley or stairway?

☐ Yes ☒ No ☐ N/A

C.2 New Cul-de-sacs

These questions address potential conflict with:

Mobility Plan 2035 Policy 3.10 Cul-de-sacs: Discourage the use of cul-de-sacs that do not provide access for active transportation options.

C.2.1 Does the project create a cul-de-sac or is the project located adjacent to an existing cul-de-sac?

☐ Yes ☐ No

C.2.2 If yes, will the cul-de-sac maintain convenient and direct public access to people walking and biking to the adjoining street network?

☐ Yes ☒ No ☐ N/A

If the answers to either C.1.2 or C.2.2 are YES, then the project would not conflict with a plan or policies that ensures access for all modes of travel. If the answer to either **C.1.2 or C.2.2 are NO**, the project may conflict with a plan or policies that governs multimodal access to a property. Further analysis must assess to the degree that pedestrians and bicyclists have sufficient public access to the transportation network.

D. Parking Supply and Transportation Demand Management

These questions address potential conflict with:

Mobility Plan 2035 Policy 3.8 – *Bicycle Parking, Provide bicyclists with convenient, secure and well maintained bicycle parking facilities.*

Mobility Plan 2035 Policy 4.8 – *Transportation Demand Management Strategies. Encourage greater utilization of Transportation Demand Management Strategies to reduce dependence on single-occupancy vehicles.*

Mobility Plan 2035 Policy 4.13 – *Parking and Land Use Management: Balance on-street and off-street parking supply with other transportation and land use objectives.*

D.1 Would the project propose a supply of onsite parking that exceeds the baseline amount⁴ as required in the Los Angeles Municipal Code or a Specific plan, whichever requirement prevails?

☐ Yes ☐ No

D.2 If the answer to D.1. is YES, would the project propose to actively manage the demand of parking by independently pricing the supply to all users (e.g. parking cash-out), or for residential properties, unbundle the supply from the lease or sale of residential units?

☐ Yes ☒ No ☐ N/A

If the answer to **D.2. is NO** the project may conflict with parking management policies. Further analysis is needed to demonstrate how the supply of parking above city requirements will not result in additional (induced) drive-alone trips as compared to an alternative that provided no more parking than the baseline required by the LAMC or Specific Plan. If there is potential for the supply of parking to result in induced demand for drive-alone trips, the project should further explore transportation demand management (TDM) measures to further off-set the induced demands of driving and vehicle miles travelled (VMT) that may result from higher amounts of on-site parking. The TDM measures should specifically focus on strategies that encourage dynamic and context-sensitive pricing solutions and ensure the parking is efficiently allocated, such as providing real time information. Research has demonstrated that charging a user cost for parking or providing a 'cash-out' option in return for not using it is the most effective strategy to reduce the instances of drive-alone trips and increase non-auto mode share to further reduce VMT. To ensure the parking is efficiently managed and reduce the need to build parking for future uses, further strategies should include sharing parking with other properties and/or the general public.

D.3. Would the project provide the minimum on and off-site bicycle parking spaces as required by Section 12.21 A.16 of the LAMC?

☐ Yes ☒ No

⁴ The baseline parking is defined here as the default parking requirements in section 12.21 A.4 of the Los Angeles Municipal Code or any applicable Specific Plan, whichever prevails, for each applicable use not taking into consideration other parking incentives to reduce the amount of required parking.

D.4. Does the Project include more than 25,000 square feet of gross floor area construction of new non-residential gross floor?

☐ Yes ☐ No

D.5 If the answer to D.4. is YES, does the project comply with the City's TDM Ordinance in Section 12.26 J of the LAMC?

☐ Yes ☒ No ☐ N/A

If the answer to **D.3. or D.5. is NO** the project conflicts with LAMC code requirements of bicycle parking and TDM measures. If the project includes uses that require bicycle parking (Section 12.21 A.16) or TDM (Section 12.26 J), and the project does not comply with those Sections of the LAMC, further analysis is required to ensure that the project supports the intent of the two LAMC sections. To meet the intent of bicycle parking requirements, the analysis should identify how the project commits to providing safe access to those traveling by bicycle and accommodates storing their bicycle in locations that demonstrates priority over vehicle access.

Similarly, to meet the intent of the TDM requirements of Section 12.26 J of the LAMC, the analysis should identify how the project commits to providing effective strategies in either physical facilities or programs that encourage non-drive alone trips to and from the project site and changes in work schedule that move trips out of the peak period or eliminate them altogether (as in the case in telecommuting or compressed work weeks).

E. Consistency with Regional Plans

This section addresses potential inconsistencies with greenhouse gas (GHG) reduction targets forecasted in the Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) / Sustainable Communities Strategy (SCS).

E.1 Does the Project or Plan apply one the City's efficiency-based impact thresholds (i.e. VMT per capita, VMT per employee, or VMT per service population) as discussed in Section 2.2.3 of the TAG?

☐ Yes ☐ No

E.2 If the Answer to E.1 is YES, does the Project or Plan result in a significant VMT impact?

☐ Yes ☐ No ☐ N/A

E.3 If the Answer to E.1 is NO, does the Project result in a net increase in VMT?

☐ Yes ☐ No ☐ N/A

If the Answer to E.2 or E.3 is NO, then the Project or Plan is shown to align with the long-term VMT and GHG reduction goals of SCAG's RTP/SCS.

E.4 If the Answer to E.2 or E.3 is YES, then further evaluation would be necessary to determine whether such a project or land use plan would be shown to be consistent with VMT and GHG reduction goals of the SCAG RTP/SCS. For the purpose of making a finding that a project is consistent with the GHG reduction targets forecasted in the SCAG RTP/SCS, the project analyst should consult Section 2.2.4 of the Transportation Assessment Guidelines (TAG). Section 2.2.4 provides the methodology for evaluating a land use project's cumulative impacts to VMT, and the appropriate reliance on SCAG's most recently adopted RTP/SCS in reaching that conclusion.

The analysis methods therein can further support findings that the project is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy for which the State Air Resources Board, pursuant to Section 65080(b)(2)(H) of the Government Code, has accepted a metropolitan planning organization's determination that the sustainable communities strategy or the alternative planning strategy would, if implemented, achieve the greenhouse gas emission reduction targets.

References

BOE [Street Standard Dimensions S-470-1](http://eng2.lacity.org/techdocs/stdplans/s-400/S-470-1_20151021_150849.pdf) http://eng2.lacity.org/techdocs/stdplans/s-400/S-470-1_20151021_150849.pdf

LADCP [Citywide Design Guidelines](https://planning.lacity.org/odocument/f6608be7-d5fe-4187-bea6-20618eec5049/Citywide_Design_Guidelines.pdf). https://planning.lacity.org/odocument/f6608be7-d5fe-4187-bea6-20618eec5049/Citywide_Design_Guidelines.pdf

LADOT Transportation Assessment Support Map <https://arcg.is/fubbd>

Mobility Plan 2035 https://planning.lacity.org/odocument/523f2a95-9d72-41d7-aba5-1972f84c1d36/Mobility_Plan_2035.pdf

SCAG. Connect SoCal, 2020-2045 RTP/SCS, <https://www.connectsocal.org/Pages/default.aspx>

ATTACHMENT D.1: CITY PLAN, POLICIES AND GUIDELINES

The Transportation Element of the City's General Plan, Mobility Plan 2035, established the "Complete Streets Design Guide" as the City's document to guide the operations and design of streets and other public rights-of-way. It lays out a vision for designing safer, more vibrant streets that are accessible to people, no matter what their mode choice. As a living document, it is intended to be frequently updated as City departments identify and implement street standards and experiment with different configurations to promote complete streets. The guide is meant to be a toolkit that provides numerous examples of what is possible in the public right-of-way and that provides guidance on context-sensitive design.

The Plan for A Healthy Los Angeles (March 2015) includes policies directing several City departments to develop plans that promote active transportation and safety.

The City of Los Angeles Community Plans, which make up the Land Use Element of the City's General Plan, guide the physical development of neighborhoods by establishing the goals and policies for land use. The 35 Community Plans provide specific, neighborhood-level detail for land uses and the transportation network, relevant policies, and implementation strategies necessary to achieve General Plan and community-specific objectives.

The stated goal of Vision Zero is to eliminate traffic-related deaths in Los Angeles by 2025 through a number of strategies, including modifying the design of streets to increase the safety of vulnerable road users. Extensive crash data analysis is conducted on an ongoing basis to prioritize intersections and corridors for implementation of projects that will have the greatest effect on overall fatality reduction. The City designs and deploys Vision Zero Corridor Plans as part of the implementation of Vision Zero. If a project is proposed whose site lies on the High Injury Network (HIN), the applicant should consult with LADOT to inform the project's site plan and to determine appropriate improvements, whether by funding their implementation in full or by making a contribution toward their implementation.

The Citywide Design Guidelines (October 24, 2019) includes sections relevant to development projects where improvements are proposed within the public realm. Specifically, Guidelines one through three provide building design strategies that support the pedestrian experience. The Guidelines provide best practices in designing that apply in three spatial categories of site planning, building design and public right of way. The Guidelines should be followed to ensure that the project design supports pedestrian safety, access and comfort as they access to and from the building and the immediate public right of way.

The City's Transportation Demand Management (TDM) Ordinance (LA Municipal Code 12.26.J) requires certain projects to incorporate strategies that reduce drive-alone vehicle trips and improve access to destinations and services. The ordinance is revised and updated periodically and should be reviewed for application to specific projects as they are reviewed.

The City's LAMC Section 12.37 (Waivers of Dedication and Improvement) requires certain projects to dedicate and/or implement improvements within the public right-of-way to meet the street designation standards of the Mobility Plan 2035.

The Bureau of Engineering (BOE) Street Standard Dimensions S-470-1 provides the specific street widths and public right of way dimensions associated with the City's street standards.

Appendix D

VMT Analysis Worksheets

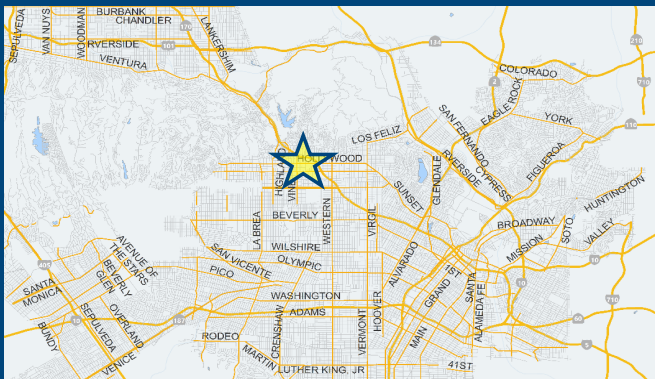
CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: J1874 - Hollywood/Bronson Residential Tower
 Scenario: [WWW](#)
 Address: 1725 N BRONSON AVE, 90028 [Q](#)



Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit

☐ Yes ☐ No

Existing Land Use

Land Use Type	Value	Unit
Housing Single Family		DU

[Click here to add a single custom land use type \(will be included in the above list\)](#)

Proposed Project Land Use

Land Use Type	Value	Unit
Housing Affordable Housing - Family	12	DU
Housing Multi-Family	116	DU
Housing Affordable Housing - Family	12	DU

[Click here to add a single custom land use type \(will be included in the above list\)](#)

Project Screening Summary

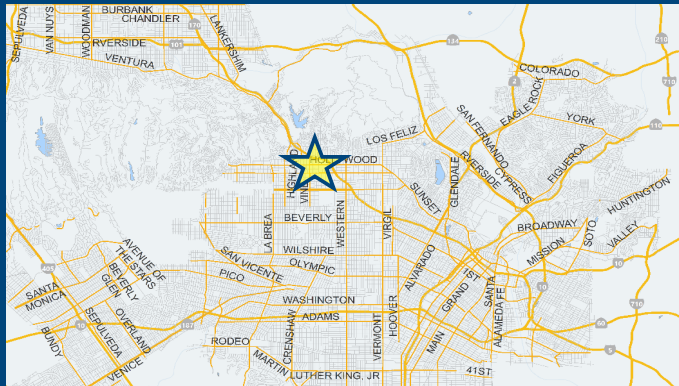
Existing Land Use	Proposed
0 Daily Vehicle Trips	502 Daily Vehicle Trips
0 Daily VMT	3,157 Daily VMT
Tier 1 Screening Criteria	
Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. <input type="checkbox"/>	
Tier 2 Screening Criteria	
The net increase in daily trips < 250 trips	502 Net Daily Trips
The net increase in daily VMT ≤ 0	3,157 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf
The proposed project is required to perform VMT analysis.	

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3



Project Information

Project: J1874 - Hollywood/Bronson Residential Tower
Scenario:
Address: 1725 N BRONSON AVE, 90028



TDM Strategies

Select each section to show individual strategies
 Use ☒ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

Max Home Based TDM Achieved?
Max Work Based TDM Achieved?

Proposed Project

With Mitigation

No

No

No

No

A	Parking
B	Transit
C	Education & Encouragement
D	Commute Trip Reductions
E	Shared Mobility
F	Bicycle Infrastructure
Implement/Improve On-street Bicycle Facility Select Proposed Prj or Mitigation to include this strategy <input type="checkbox"/> Proposed Prj <input type="checkbox"/> Mitigation	
Include Bike Parking Per LAMC Select Proposed Prj or Mitigation to include this strategy <input checked="" type="checkbox"/> Proposed Prj <input type="checkbox"/> Mitigation	
Include Secure Bike Parking and Showers Select Proposed Prj or Mitigation to include this strategy <input type="checkbox"/> Proposed Prj <input type="checkbox"/> Mitigation	
G	Neighborhood Enhancement

Analysis Results

Proposed Project

With

491
Daily Vehicle Trips

491
Daily Vehicle Trips

3,094
Daily VMT

3,094
Daily VMT

4.8
Household VMT per Capita

4.8
Household VMT

N/A
Work VMT per Employee

N/A
Work VMT per Employee

Significant VMT Impact?

Household: No
Threshold = 6.0
15% Below APC

Household: No
Threshold = 6.0
15% Below APC

Work: N/A
Threshold = 7.6
15% Below APC

Work: N/A
Threshold = 7.6
15% Below APC



CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: January 28, 2021

Project Name: J1874 - Hollywood/Bronson Residential 1

Project Scenario:

Project Address: 1725 N BRONSON AVE, 90028



Version 1.3

Project Information			
Land Use Type		Value	Units
Housing	Single Family	0	DU
	Multi Family	116	DU
	Townhouse	0	DU
	Hotel	0	Rooms
	Motel	0	Rooms
Affordable Housing	Family	12	DU
	Senior	0	DU
	Special Needs	0	DU
	Permanent Supportive	0	DU
Retail	General Retail	0.000	ksf
	Furniture Store	0.000	ksf
	Pharmacy/Drugstore	0.000	ksf
	Supermarket	0.000	ksf
	Bank	0.000	ksf
	Health Club	0.000	ksf
	High-Turnover Sit-Down Restaurant	0.000	ksf
	Fast-Food Restaurant	0.000	ksf
	Quality Restaurant	0.000	ksf
	Auto Repair	0.000	ksf
	Home Improvement	0.000	ksf
	Free-Standing Discount	0.000	ksf
	Movie Theater	0	Seats
	General Office	0.000	ksf
	Medical Office	0.000	ksf
Industrial	Light Industrial	0.000	ksf
	Manufacturing	0.000	ksf
	Warehousing/Self-Storage	0.000	ksf
School	University	0	Students
	High School	0	Students
	Middle School	0	Students
	Elementary	0	Students
	Private School (K-12)	0	Students
Other		0	Trips

Analysis Results			
Total Employees: 0			
Total Population: 299			
Proposed Project		With Mitigation	
491	Daily Vehicle Trips	491	Daily Vehicle Trips
3,094	Daily VMT	3,094	Daily VMT
4.8	Household VMT per Capita	4.8	Household VMT per Capita
N/A	Work VMT per Employee	N/A	Work VMT per Employee
Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average			
Household = 6.0			
Work = 7.6			
Proposed Project		With Mitigation	
VMT Threshold	Impact	VMT Threshold	Impact
Household > 6.0	No	Household > 6.0	No
Work > 7.6	N/A	Work > 7.6	N/A

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: January 28, 2021
Project Name: J1874 - Hollywood/Bronson Residential
Project Scenario:
Project Address: 1725 N BRONSON AVE, 90028



Version 1.3

TDM Strategy Inputs				
Strategy Type	Description	Proposed Project	Mitigations	
Parking	Reduce parking supply	City code parking provision (spaces) Actual parking provision (spaces)	0	0
	Unbundle parking	Monthly cost for parking (\$)	\$25	\$25
	Parking cash-out	Employees eligible (%)	0%	0%
	Price workplace parking	Daily parking charge (\$) Employees subject to priced parking (%)	\$0.00	\$0.00
	Residential area parking permits	Cost of annual permit (\$)	\$0	\$0
	(cont. on following page)			
TDM Strategy Inputs, Cont.				
Strategy Type	Description	Proposed Project	Mitigations	
Transit	Reduce transit headways	Reduction in headways (increase in frequency) (%) Existing transit mode share (as a percent of total daily trips) (%) Lines within project site improved (<50%, >=50%)	0%	0%
	Implement neighborhood shuttle	Degree of implementation (low, medium, high) Employees and residents eligible (%)	0	0
	Transit subsidies	Employees and residents eligible (%) Amount of transit subsidy per passenger (daily equivalent) (\$)	0%	0%
	Voluntary travel behavior change program	Employees and residents participating (%)	\$0.00	\$0.00
	Promotions and marketing	Employees and residents participating (%)	0%	0%
	(cont. on following page)			
TDM Strategy Inputs, Cont.				
Strategy Type	Description	Proposed Project	Mitigations	
Commuter Trip Reductions	Required commute trip reduction program	Employees participating (%)	0%	0%
	Alternative Work Schedules and Telecommute	Employees participating (%) Type of program	0%	0%
	Employer sponsored vanpool or shuttle	Degree of implementation (low, medium, high) Employees eligible (%)	0	0
	Ride-share program	Employer size (small, medium, large) Employees eligible (%)	0	0%
	Car share	Car share project setting (Urban, Suburban, All Other)	0	0
	Bike share	Within 600 feet of existing bike share station - OR - implementing new bike share station (Yes/No)	0	0
	School carpool program	Level of implementation (Low, Medium, High)	0	0
(cont. on following page)				
TDM Strategy Inputs, Cont.				
Strategy Type	Description	Proposed Project	Mitigations	
Bicycle Infrastructure	Implement/improve on-street bicycle facility	Provide bicycle facility along site (Yes/No)	0	0
	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	Yes	Yes
	Include secure bike parking and showers	Includes indoor bike parking/showers, & repair station (Yes/No)	0	0
Neighborhood Enhancement	Traffic calming improvements	Streets with traffic calming improvements (%) Intersections with traffic calming improvements (%)	0%	0%
	Pedestrian network improvements	Included (within project and connecting off-site/within project only)	0	0

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: January 28, 2021
 Project Name: J1874 - Hollywood/Bronson Residential Tower
 Project Scenario:
 Project Address: 1725 N BRONSON AVE, 90028



TDM Adjustments by Trip Purpose & Strategy														
Place type: Compact Infill														
		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	3%	3%	0%	0%	3%	3%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

TDM Adjustments by Trip Purpose & Strategy, Cont.														
Place type: Compact Infill														
		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ improve on-street bicycle facility	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Neighborhood Enhancement	Traffic calming improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Neighborhood Enhancement
	Pedestrian network improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Final Combined & Maximum TDM Effect													
		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction	
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL		4%	4%	1%	1%	4%	4%	1%	1%	1%	1%	1%	1%
MAX. TDM EFFECT		4%	4%	1%	1%	4%	4%	1%	1%	1%	1%	1%	1%

= Minimum (X%, 1-[(1-A)*(1-B)...]) where X%=		
PLACE	urban	75%
TYPE MAX:	compact infill	40%
	suburban center	20%
	suburban	15%

Note: (1-[(1-A)*(1-B)...]) reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B,...). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G*) for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: January 28, 2021

Project Name: J1874 - Hollywood/Bronson Residential

Project Scenario:

Project Address: 1725 N BRONSON AVE, 90028



Version 1.3

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	114	-26.3%	84	7.9	901	664
Home Based Other Production	316	-48.4%	163	5.0	1,580	815
Non-Home Based Other Production	147	-5.4%	139	7.1	1,044	987
Home-Based Work Attraction	0	0.0%	0	8.3	0	0
Home-Based Other Attraction	151	-45.0%	83	5.9	891	490
Non-Home Based Other Attraction	36	-8.3%	33	6.1	220	201

MXD Methodology with TDM Measures

	Proposed Project			Project with Mitigation Measures		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-3.6%	81	640	-3.6%	81	640
Home Based Other Production	-3.6%	157	786	-3.6%	157	786
Non-Home Based Other Production	-0.6%	138	981	-0.6%	138	981
Home-Based Work Attraction	-0.6%	0	0	-0.6%	0	0
Home-Based Other Attraction	-0.6%	82	487	-0.6%	82	487
Non-Home Based Other Attraction	-0.6%	33	200	-0.6%	33	200

MXD VMT Methodology Per Capita & Per Employee

Total Population: 299

Total Employees: 0

APC: Central

	Proposed Project	Project with Mitigation Measures
Total Home Based Production VMT	1,426	1,426
Total Home Based Work Attraction VMT	0	0
Total Home Based VMT Per Capita	4.8	4.8
Total Work Based VMT Per Employee	N/A	N/A



















Appendix E

HCM Analysis Worksheets

HCM 6th Signalized Intersection Summary

1: Bronson Ave & Franklin Ave

02/16/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	789	79	199	1124	41	40	109	114	118	158	99
Future Volume (veh/h)	73	789	79	199	1124	41	40	109	114	118	158	99
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	79	858	86	216	1222	45	43	118	124	128	172	108
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	1348	135	201	741	27	133	357	342	258	339	196
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.48	0.48	0.48	0.48	0.48	0.48
Sat Flow, veh/h	437	3261	327	594	1792	66	182	747	715	429	710	410
Grp Volume(v), veh/h	79	467	477	216	0	1267	285	0	0	408	0	0
Grp Sat Flow(s),veh/h/ln	437	1777	1812	594	0	1858	1644	0	0	1549	0	0
Q Serve(g_s), s	0.0	18.8	18.8	18.4	0.0	37.2	0.0	0.0	0.0	6.3	0.0	0.0
Cycle Q Clear(g_c), s	37.2	18.8	18.8	37.2	0.0	37.2	9.2	0.0	0.0	15.5	0.0	0.0
Prop In Lane	1.00		0.18	1.00		0.04	0.15		0.44	0.31		0.26
Lane Grp Cap(c), veh/h	80	734	749	201	0	768	831	0	0	793	0	0
V/C Ratio(X)	0.99	0.64	0.64	1.07	0.00	1.65	0.34	0.00	0.00	0.51	0.00	0.00
Avail Cap(c_a), veh/h	80	734	749	201	0	768	831	0	0	793	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	45.0	21.0	21.0	39.5	0.0	26.4	14.7	0.0	0.0	16.1	0.0	0.0
Incr Delay (d2), s/veh	97.2	4.2	4.1	84.6	0.0	298.1	1.1	0.0	0.0	2.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.0	13.0	13.2	14.8	0.0	122.6	6.7	0.0	0.0	10.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	142.2	25.2	25.1	124.0	0.0	324.5	15.8	0.0	0.0	18.5	0.0	0.0
LnGrp LOS	F	C	C	F	A	F	B	A	A	B	A	A
Approach Vol, veh/h	1023			1483			285			408		
Approach Delay, s/veh	34.2			295.3			15.8			18.5		
Approach LOS	C			F			B			B		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	41.9			48.1			41.9			48.1		
Change Period (Y+Rc), s	* 4.7			5.1			* 4.7			5.1		
Max Green Setting (Gmax), s	* 37			43.0			* 37			43.0		
Max Q Clear Time (g_c+I1), s	39.2			11.2			39.2			17.5		
Green Ext Time (p_c), s	0.0			2.0			0.0			2.9		

Intersection Summary

HCM 6th Ctrl Delay 151.6

HCM 6th LOS F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

2: Gower St & Carlos Ave

02/16/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕			↕	
Traffic Volume (veh/h)	14	4	29	36	5	31	18	333	18	13	898	30
Future Volume (veh/h)	14	4	29	36	5	31	18	333	18	13	898	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	15	4	32	39	5	34	20	362	20	14	976	33
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	35	107	124	29	72	448	2595	143	54	2580	86
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.76	0.76	0.76	0.76	0.76	0.76
Sat Flow, veh/h	268	326	1001	604	274	678	559	3425	189	18	3405	114
Grp Volume(v), veh/h	51	0	0	78	0	0	20	187	195	537	0	486
Grp Sat Flow(s), veh/h/ln	1595	0	0	1555	0	0	559	1777	1836	1855	0	1681
Q Serve(g_s), s	0.0	0.0	0.0	1.5	0.0	0.0	1.1	2.6	2.6	0.0	0.0	8.9
Cycle Q Clear(g_c), s	2.5	0.0	0.0	4.0	0.0	0.0	10.0	2.6	2.6	8.8	0.0	8.9
Prop In Lane	0.29		0.63	0.50		0.44	1.00		0.10	0.03		0.07
Lane Grp Cap(c), veh/h	222	0	0	226	0	0	448	1346	1392	1447	0	1274
V/C Ratio(X)	0.23	0.00	0.00	0.35	0.00	0.00	0.04	0.14	0.14	0.37	0.00	0.38
Avail Cap(c_a), veh/h	797	0	0	783	0	0	448	1346	1392	1447	0	1274
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.0	0.0	0.0	37.6	0.0	0.0	5.4	3.0	3.0	3.7	0.0	3.7
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.9	0.0	0.0	0.2	0.2	0.2	0.7	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.9	0.0	0.0	3.0	0.0	0.0	0.3	1.3	1.4	4.9	0.0	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.6	0.0	0.0	38.5	0.0	0.0	5.6	3.2	3.2	4.4	0.0	4.6
LnGrp LOS	D	A	A	D	A	A	A	A	A	A	A	A
Approach Vol, veh/h		51			78			402			1023	
Approach Delay, s/veh		37.6			38.5			3.3			4.5	
Approach LOS		D			D			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		73.8		16.2		73.8		16.2				
Change Period (Y+Rc), s		* 5.6		6.6		* 5.6		6.6				
Max Green Setting (Gmax), s		* 34		43.4		* 34		43.4				
Max Q Clear Time (g_c+I1), s		12.0		6.0		10.9		4.5				
Green Ext Time (p_c), s		6.2		0.4		16.2		0.3				

Intersection Summary

HCM 6th Ctrl Delay	7.0
HCM 6th LOS	A

Notes




* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th TWSC
3: Bronson Ave & Carlos Ave

02/16/2021

Intersection

Int Delay, s/veh 1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	18	18	30	268	386	43
Future Vol, veh/h	18	18	30	268	386	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	20	33	291	420	47

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	801	444	467
Stage 1	444	-	-
Stage 2	357	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	354	614	1094
Stage 1	646	-	-
Stage 2	708	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	341	614	1094
Mov Cap-2 Maneuver	341	-	-
Stage 1	623	-	-
Stage 2	708	-	-




















Approach	EB	NB	SB
HCM Control Delay, s	14	0.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1094	-	438	-	-
HCM Lane V/C Ratio	0.03	-	0.089	-	-
HCM Control Delay (s)	8.4	0	14	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

HCM 6th Signalized Intersection Summary

4: Bronson Ave & Hollywood Bl

02/16/2021



















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	478	36	168	948	64	29	163	152	118	285	133
Future Volume (veh/h)	67	478	36	168	948	64	29	163	152	118	285	133
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	73	520	39	183	1030	70	32	177	165	128	310	145
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	164	720	54	222	1414	96	301	416	387	161	348	152
Arrive On Green	0.42	0.42	0.42	0.42	0.42	0.42	0.47	0.47	0.47	0.47	0.47	0.47
Sat Flow, veh/h	513	1718	129	850	3376	229	936	891	830	241	745	326
Grp Volume(v), veh/h	73	0	559	183	542	558	32	0	342	583	0	0
Grp Sat Flow(s),veh/h/ln	513	0	1847	850	1777	1829	936	0	1721	1312	0	0
Q Serve(g_s), s	12.5	0.0	22.7	15.0	23.0	23.0	0.0	0.0	11.9	27.3	0.0	0.0
Cycle Q Clear(g_c), s	35.5	0.0	22.7	37.7	23.0	23.0	3.8	0.0	11.9	39.2	0.0	0.0
Prop In Lane	1.00		0.07	1.00		0.13	1.00		0.48	0.22		0.25
Lane Grp Cap(c), veh/h	164	0	774	222	744	766	301	0	803	661	0	0
V/C Ratio(X)	0.45	0.00	0.72	0.83	0.73	0.73	0.11	0.00	0.43	0.88	0.00	0.00
Avail Cap(c_a), veh/h	164	0	774	222	744	766	301	0	803	661	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	36.7	0.0	21.8	39.2	21.9	21.9	13.8	0.0	16.0	25.1	0.0	0.0
Incr Delay (d2), s/veh	8.5	0.0	5.8	28.2	6.2	6.0	0.7	0.0	1.7	15.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.5	0.0	15.9	9.7	15.6	16.0	0.8	0.0	8.4	20.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.2	0.0	27.6	67.4	28.0	27.9	14.5	0.0	17.6	40.7	0.0	0.0
LnGrp LOS	D	A	C	E	C	C	B	A	B	D	A	A
Approach Vol, veh/h	632		1283			374			583			
Approach Delay, s/veh	29.6		33.6			17.4			40.7			
Approach LOS	C		C			B			D			
Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	42.8		47.2		42.8		47.2					
Change Period (Y+Rc), s	5.1		* 5.2		5.1		* 5.2					
Max Green Setting (Gmax), s	37.7		* 42		37.7		* 42					
Max Q Clear Time (g_c+I1), s	39.7		41.2		37.5		13.9					
Green Ext Time (p_c), s	0.0		0.3		0.2		2.5					
Intersection Summary												
HCM 6th Ctrl Delay	32.0											
HCM 6th LOS	C											
Notes												

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

1: Bronson Ave & Franklin Ave

02/16/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	1313	68	88	900	62	45	150	300	117	110	87
Future Volume (veh/h)	98	1313	68	88	900	62	45	150	300	117	110	87
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	107	1427	74	96	978	67	49	163	326	127	120	95
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	1421	73	80	715	49	92	264	481	233	217	152
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.48	0.48	0.48	0.48	0.48	0.48
Sat Flow, veh/h	540	3437	178	350	1730	119	101	554	1006	372	453	318
Grp Volume(v), veh/h	107	736	765	96	0	1045	538	0	0	342	0	0
Grp Sat Flow(s),veh/h/ln	540	1777	1838	350	0	1849	1660	0	0	1143	0	0
Q Serve(g_s), s	0.0	37.2	37.2	0.0	0.0	37.2	0.0	0.0	0.0	2.0	0.0	0.0
Cycle Q Clear(g_c), s	37.2	37.2	37.2	37.2	0.0	37.2	21.7	0.0	0.0	23.7	0.0	0.0
Prop In Lane	1.00		0.10	1.00		0.06	0.09		0.61	0.37		0.28
Lane Grp Cap(c), veh/h	80	734	760	80	0	764	837	0	0	601	0	0
V/C Ratio(X)	1.34	1.00	1.01	1.20	0.00	1.37	0.64	0.00	0.00	0.57	0.00	0.00
Avail Cap(c_a), veh/h	80	734	760	80	0	764	837	0	0	601	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	45.0	26.4	26.4	45.0	0.0	26.4	18.0	0.0	0.0	17.7	0.0	0.0
Incr Delay (d2), s/veh	214.9	33.7	34.4	164.1	0.0	173.6	3.8	0.0	0.0	3.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.8	29.3	30.4	9.7	0.0	77.7	13.8	0.0	0.0	9.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	259.9	60.1	60.8	209.1	0.0	200.0	21.8	0.0	0.0	21.6	0.0	0.0
LnGrp LOS	F	F	F	F	A	F	C	A	A	C	A	A
Approach Vol, veh/h	1608			1141			538			342		
Approach Delay, s/veh	73.7			200.8			21.8			21.6		
Approach LOS	E			F			C			C		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	41.9			48.1			41.9			48.1		
Change Period (Y+Rc), s	* 4.7			5.1			* 4.7			5.1		
Max Green Setting (Gmax), s	* 37			43.0			* 37			43.0		
Max Q Clear Time (g_c+I1), s	39.2			23.7			39.2			25.7		
Green Ext Time (p_c), s	0.0			3.8			0.0			2.3		
Intersection Summary												
HCM 6th Ctrl Delay			101.1									
HCM 6th LOS			F									
Notes												

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

2: Gower St & Carlos Ave

02/16/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕			↕	
Traffic Volume (veh/h)	8	0	16	39	1	38	24	737	37	24	540	15
Future Volume (veh/h)	8	0	16	39	1	38	24	737	37	24	540	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	9	0	17	42	1	41	26	801	40	26	587	16
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	91	21	109	122	20	78	657	2619	131	113	2440	66
Arrive On Green	0.10	0.00	0.10	0.10	0.10	0.10	0.76	0.76	0.76	0.76	0.76	0.76
Sat Flow, veh/h	354	202	1050	596	189	748	816	3444	172	92	3208	87
Grp Volume(v), veh/h	26	0	0	84	0	0	26	413	428	318	0	311
Grp Sat Flow(s), veh/h/ln1607	0	0	1533	0	0	816	1777	1839	1700	0	1686	
Q Serve(g_s), s	0.0	0.0	0.0	2.7	0.0	0.0	0.9	6.5	6.5	0.0	0.0	4.9
Cycle Q Clear(g_c), s	1.3	0.0	0.0	4.5	0.0	0.0	5.7	6.5	6.5	4.4	0.0	4.9
Prop In Lane	0.35		0.65	0.50		0.49	1.00		0.09	0.08		0.05
Lane Grp Cap(c), veh/h	221	0	0	219	0	0	657	1351	1399	1336	0	1282
V/C Ratio(X)	0.12	0.00	0.00	0.38	0.00	0.00	0.04	0.31	0.31	0.24	0.00	0.24
Avail Cap(c_a), veh/h	789	0	0	782	0	0	657	1351	1399	1336	0	1282
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh 36.7	0.0	0.0	38.1	0.0	0.0	4.0	3.4	3.4	3.1	0.0	3.2	
Incr Delay (d2), s/veh	0.2	0.0	0.0	1.1	0.0	0.0	0.1	0.6	0.6	0.4	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln1.0	0.0	0.0	3.2	0.0	0.0	0.3	3.4	3.5	2.4	0.0	2.4	
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.9	0.0	0.0	39.2	0.0	0.0	4.1	4.0	3.9	3.5	0.0	3.6
LnGrp LOS	D	A	A	D	A	A	A	A	A	A	A	A
Approach Vol, veh/h		26			84			867			629	
Approach Delay, s/veh		36.9			39.2			3.9			3.6	
Approach LOS		D			D			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		74.0		16.0		74.0		16.0				
Change Period (Y+Rc), s		* 5.6		6.6		* 5.6		6.6				
Max Green Setting (Gmax), s		* 34		43.4		* 34		43.4				
Max Q Clear Time (g_c+I1), s		8.5		6.5		6.9		3.3				
Green Ext Time (p_c), s		14.7		0.5		11.2		0.1				

Intersection Summary




HCM 6th Ctrl Delay	6.2
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th TWSC
3: Bronson Ave & Carlos Ave

02/16/2021

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	31	31	30	268	346	38
Future Vol, veh/h	31	31	30	268	346	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	34	34	33	291	376	41

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	754	397	417	0	-	0
Stage 1	397	-	-	-	-	-
Stage 2	357	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	377	652	1142	-	-	-
Stage 1	679	-	-	-	-	-
Stage 2	708	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	364	652	1142	-	-	-
Mov Cap-2 Maneuver	364	-	-	-	-	-
Stage 1	656	-	-	-	-	-
Stage 2	708	-	-	-	-	-




















Approach	EB	NB	SB
HCM Control Delay, s	14	0.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1142	-	467	-	-
HCM Lane V/C Ratio	0.029	-	0.144	-	-
HCM Control Delay (s)	8.2	0	14	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

HCM 6th Signalized Intersection Summary

4: Bronson Ave & Hollywood Bl



















02/16/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	136	768	58	86	773	88	54	314	169	86	184	55
Future Volume (veh/h)	136	768	58	86	773	88	54	314	169	86	184	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	148	835	63	93	840	96	59	341	184	93	200	60
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	208	719	54	80	1346	154	379	533	288	139	285	77
Arrive On Green	0.42	0.42	0.42	0.42	0.42	0.42	0.47	0.47	0.47	0.47	0.47	0.47
Sat Flow, veh/h	598	1717	130	620	3214	367	1119	1143	617	191	610	164
Grp Volume(v), veh/h	148	0	898	93	464	472	59	0	525	353	0	0
Grp Sat Flow(s),veh/h/ln	598	0	1847	620	1777	1804	1119	0	1759	965	0	0
Q Serve(g_s), s	19.2	0.0	37.7	0.0	18.5	18.5	0.0	0.0	20.4	13.3	0.0	0.0
Cycle Q Clear(g_c), s	37.7	0.0	37.7	37.7	18.5	18.5	6.1	0.0	20.4	33.7	0.0	0.0
Prop In Lane	1.00		0.07	1.00		0.20	1.00		0.35	0.26		0.17
Lane Grp Cap(c), veh/h	208	0	774	80	744	756	379	0	821	501	0	0
V/C Ratio(X)	0.71	0.00	1.16	1.16	0.62	0.62	0.16	0.00	0.64	0.70	0.00	0.00
Avail Cap(c_a), veh/h	208	0	774	80	744	756	379	0	821	501	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	36.7	0.0	26.2	45.0	20.6	20.6	14.4	0.0	18.2	23.3	0.0	0.0
Incr Delay (d2), s/veh	18.8	0.0	86.4	151.0	3.9	3.9	0.9	0.0	3.8	8.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.8	0.0	48.4	9.2	12.8	12.9	1.4	0.0	13.5	12.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.5	0.0	112.5	196.0	24.5	24.4	15.3	0.0	22.0	31.4	0.0	0.0
LnGrp LOS	E	A	F	F	C	C	B	A	C	C	A	A
Approach Vol, veh/h	1046			1029			584			353		
Approach Delay, s/veh	104.5			40.0			21.4			31.4		
Approach LOS	F			D			C			C		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	42.8			47.2			42.8			47.2		
Change Period (Y+Rc), s	5.1			* 5.2			5.1			* 5.2		
Max Green Setting (Gmax), s	37.7			* 42			37.7			* 42		
Max Q Clear Time (g_c+I1), s	39.7			35.7			39.7			22.4		
Green Ext Time (p_c), s	0.0			1.2			0.0			3.7		
Intersection Summary												
HCM 6th Ctrl Delay	57.8											
HCM 6th LOS	E											
Notes												

HCM 6th Signalized Intersection Summary

1: Bronson Ave & Franklin Ave

02/16/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	789	79	200	1124	41	41	111	116	118	159	99
Future Volume (veh/h)	73	789	79	200	1124	41	41	111	116	118	159	99
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	79	858	86	217	1222	45	45	121	126	128	173	108
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	1348	135	201	741	27	135	357	338	256	340	195
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.48	0.48	0.48	0.48	0.48	0.48
Sat Flow, veh/h	437	3261	327	594	1792	66	186	746	708	427	711	408
Grp Volume(v), veh/h	79	467	477	217	0	1267	292	0	0	409	0	0
Grp Sat Flow(s),veh/h/ln	437	1777	1812	594	0	1858	1641	0	0	1546	0	0
Q Serve(g_s), s	0.0	18.8	18.8	18.4	0.0	37.2	0.0	0.0	0.0	6.2	0.0	0.0
Cycle Q Clear(g_c), s	37.2	18.8	18.8	37.2	0.0	37.2	9.5	0.0	0.0	15.7	0.0	0.0
Prop In Lane	1.00		0.18	1.00		0.04	0.15		0.43	0.31		0.26
Lane Grp Cap(c), veh/h	80	734	749	201	0	768	830	0	0	791	0	0
V/C Ratio(X)	0.99	0.64	0.64	1.08	0.00	1.65	0.35	0.00	0.00	0.52	0.00	0.00
Avail Cap(c_a), veh/h	80	734	749	201	0	768	830	0	0	791	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	45.0	21.0	21.0	39.5	0.0	26.4	14.8	0.0	0.0	16.1	0.0	0.0
Incr Delay (d2), s/veh	97.2	4.2	4.1	86.1	0.0	298.1	1.2	0.0	0.0	2.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.0	13.0	13.2	14.9	0.0	122.6	6.9	0.0	0.0	10.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	142.2	25.2	25.1	125.6	0.0	324.5	15.9	0.0	0.0	18.6	0.0	0.0
LnGrp LOS	F	C	C	F	A	F	B	A	A	B	A	A
Approach Vol, veh/h	1023			1484			292			409		
Approach Delay, s/veh	34.2			295.4			15.9			18.6		
Approach LOS	C			F			B			B		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	41.9			48.1			41.9			48.1		
Change Period (Y+Rc), s	* 4.7			5.1			* 4.7			5.1		
Max Green Setting (Gmax), s	* 37			43.0			* 37			43.0		
Max Q Clear Time (g_c+I1), s	39.2			11.5			39.2			17.7		
Green Ext Time (p_c), s	0.0			2.0			0.0			2.9		

Intersection Summary

HCM 6th Ctrl Delay 151.4

HCM 6th LOS F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

2: Gower St & Carlos Ave

02/16/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕			↕	
Traffic Volume (veh/h)	14	4	29	41	5	33	18	333	20	14	898	30
Future Volume (veh/h)	14	4	29	41	5	33	18	333	20	14	898	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	15	4	32	45	5	36	20	362	22	15	976	33
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	81	35	109	130	28	70	447	2577	156	56	2575	86
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.76	0.76	0.76	0.76	0.76	0.76
Sat Flow, veh/h	273	326	1009	646	257	650	559	3404	206	20	3401	114
Grp Volume(v), veh/h	51	0	0	86	0	0	20	188	196	537	0	487
Grp Sat Flow(s), veh/h/ln	1609	0	0	1552	0	0	559	1777	1833	1853	0	1682
Q Serve(g_s), s	0.0	0.0	0.0	1.9	0.0	0.0	1.1	2.6	2.6	0.0	0.0	8.9
Cycle Q Clear(g_c), s	2.5	0.0	0.0	4.4	0.0	0.0	10.1	2.6	2.6	8.8	0.0	8.9
Prop In Lane	0.29		0.63	0.52		0.42	1.00		0.11	0.03		0.07
Lane Grp Cap(c), veh/h	225	0	0	228	0	0	447	1345	1388	1444	0	1273
V/C Ratio(X)	0.23	0.00	0.00	0.38	0.00	0.00	0.04	0.14	0.14	0.37	0.00	0.38
Avail Cap(c_a), veh/h	798	0	0	782	0	0	447	1345	1388	1444	0	1273
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.0	0.0	0.0	37.7	0.0	0.0	5.5	3.0	3.0	3.7	0.0	3.7
Incr Delay (d2), s/veh	0.5	0.0	0.0	1.0	0.0	0.0	0.2	0.2	0.2	0.7	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.9	0.0	0.0	3.3	0.0	0.0	0.3	1.4	1.4	4.9	0.0	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.5	0.0	0.0	38.8	0.0	0.0	5.7	3.2	3.2	4.5	0.0	4.6
LnGrp LOS	D	A	A	D	A	A	A	A	A	A	A	A
Approach Vol, veh/h	51			86			404			1024		
Approach Delay, s/veh	37.5			38.8			3.3			4.5		
Approach LOS	D			D			A			A		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	73.7			16.3			73.7			16.3		
Change Period (Y+Rc), s	* 5.6			6.6			* 5.6			6.6		
Max Green Setting (Gmax), s	* 34			43.4			* 34			43.4		
Max Q Clear Time (g_c+I1), s	12.1			6.4			10.9			4.5		
Green Ext Time (p_c), s	6.2			0.5			16.2			0.3		

Intersection Summary




HCM 6th Ctrl Delay	7.2
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th TWSC
3: Bronson Ave & Carlos Ave

02/16/2021

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	21	29	34	270	387	44
Future Vol, veh/h	21	29	34	270	387	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	32	37	293	421	48

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	812	445	469	0	-	0
Stage 1	445	-	-	-	-	-
Stage 2	367	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	348	613	1093	-	-	-
Stage 1	646	-	-	-	-	-
Stage 2	701	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	334	613	1093	-	-	-
Mov Cap-2 Maneuver	334	-	-	-	-	-
Stage 1	620	-	-	-	-	-
Stage 2	701	-	-	-	-	-




















Approach	EB	NB	SB
HCM Control Delay, s	14	0.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1093	-	454	-	-
HCM Lane V/C Ratio	0.034	-	0.12	-	-
HCM Control Delay (s)	8.4	0	14	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-

HCM 6th Signalized Intersection Summary

4: Bronson Ave & Hollywood Bl

02/16/2021



















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	478	36	168	948	68	29	165	152	130	289	134
Future Volume (veh/h)	67	478	36	168	948	68	29	165	152	130	289	134
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	73	520	39	183	1030	74	32	179	165	141	314	146
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	163	720	54	222	1408	101	294	418	385	168	329	144
Arrive On Green	0.42	0.42	0.42	0.42	0.42	0.42	0.47	0.47	0.47	0.47	0.47	0.47
Sat Flow, veh/h	511	1718	129	850	3362	242	932	896	826	254	705	308
Grp Volume(v), veh/h	73	0	559	183	544	560	32	0	344	601	0	0
Grp Sat Flow(s),veh/h/ln	511	0	1847	850	1777	1827	932	0	1722	1267	0	0
Q Serve(g_s), s	12.6	0.0	22.7	15.0	23.1	23.1	0.0	0.0	12.0	30.0	0.0	0.0
Cycle Q Clear(g_c), s	35.7	0.0	22.7	37.7	23.1	23.1	3.6	0.0	12.0	42.0	0.0	0.0
Prop In Lane	1.00		0.07	1.00		0.13	1.00		0.48	0.23		0.24
Lane Grp Cap(c), veh/h	163	0	774	222	744	765	294	0	803	641	0	0
V/C Ratio(X)	0.45	0.00	0.72	0.83	0.73	0.73	0.11	0.00	0.43	0.94	0.00	0.00
Avail Cap(c_a), veh/h	163	0	774	222	744	765	294	0	803	641	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	36.9	0.0	21.8	39.2	21.9	21.9	13.8	0.0	16.0	26.7	0.0	0.0
Incr Delay (d2), s/veh	8.7	0.0	5.8	28.2	6.3	6.1	0.7	0.0	1.7	23.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.5	0.0	15.9	9.7	15.7	16.1	0.8	0.0	8.5	23.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.5	0.0	27.6	67.4	28.2	28.0	14.5	0.0	17.7	49.9	0.0	0.0
LnGrp LOS	D	A	C	E	C	C	B	A	B	D	A	A
Approach Vol, veh/h	632		1287				376		601			
Approach Delay, s/veh	29.7		33.7				17.4		49.9			
Approach LOS	C		C				B		D			
Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	42.8		47.2		42.8		47.2					
Change Period (Y+Rc), s	5.1		* 5.2		5.1		* 5.2					
Max Green Setting (Gmax), s	37.7		* 42		37.7		* 42					
Max Q Clear Time (g_c+I1), s	39.7		44.0		37.7		14.0					
Green Ext Time (p_c), s	0.0		0.0		0.0		2.5					
Intersection Summary												
HCM 6th Ctrl Delay	34.0											
HCM 6th LOS	C											
Notes												

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

1: Bronson Ave & Franklin Ave

02/16/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	1313	69	90	900	62	45	151	301	117	112	87
Future Volume (veh/h)	98	1313	69	90	900	62	45	151	301	117	112	87
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	107	1427	75	98	978	67	49	164	327	127	122	95
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	1420	74	80	715	49	91	265	480	231	219	151
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.48	0.48	0.48	0.48	0.48	0.48
Sat Flow, veh/h	540	3435	180	349	1730	119	100	555	1005	370	458	316
Grp Volume(v), veh/h	107	736	766	98	0	1045	540	0	0	344	0	0
Grp Sat Flow(s),veh/h/ln	540	1777	1838	349	0	1849	1660	0	0	1143	0	0
Q Serve(g_s), s	0.0	37.2	37.2	0.0	0.0	37.2	0.0	0.0	0.0	2.0	0.0	0.0
Cycle Q Clear(g_c), s	37.2	37.2	37.2	37.2	0.0	37.2	21.9	0.0	0.0	23.9	0.0	0.0
Prop In Lane	1.00		0.10	1.00		0.06	0.09		0.61	0.37		0.28
Lane Grp Cap(c), veh/h	80	734	760	80	0	764	837	0	0	601	0	0
V/C Ratio(X)	1.34	1.00	1.01	1.22	0.00	1.37	0.65	0.00	0.00	0.57	0.00	0.00
Avail Cap(c_a), veh/h	80	734	760	80	0	764	837	0	0	601	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	45.0	26.4	26.4	45.0	0.0	26.4	18.0	0.0	0.0	17.8	0.0	0.0
Incr Delay (d2), s/veh	214.9	33.9	34.6	173.0	0.0	173.6	3.8	0.0	0.0	3.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.8	29.3	30.5	10.1	0.0	77.7	13.8	0.0	0.0	9.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	259.9	60.3	61.0	218.0	0.0	200.0	21.9	0.0	0.0	21.7	0.0	0.0
LnGrp LOS	F	F	F	F	A	F	C	A	A	C	A	A
Approach Vol, veh/h	1609			1143			540			344		
Approach Delay, s/veh	73.9			201.6			21.9			21.7		
Approach LOS	E			F			C			C		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	41.9			48.1			41.9			48.1		
Change Period (Y+Rc), s	* 4.7			5.1			* 4.7			5.1		
Max Green Setting (Gmax), s	* 37			43.0			* 37			43.0		
Max Q Clear Time (g_c+I1), s	39.2			23.9			39.2			25.9		
Green Ext Time (p_c), s	0.0			3.8			0.0			2.3		
Intersection Summary												
HCM 6th Ctrl Delay			101.4									
HCM 6th LOS			F									
Notes												

HCM 6th Signalized Intersection Summary

2: Gower St & Carlos Ave

02/16/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕			↕	
Traffic Volume (veh/h)	8	0	16	42	1	39	24	737	41	26	540	15
Future Volume (veh/h)	8	0	16	42	1	39	24	737	41	26	540	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	9	0	17	46	1	42	26	801	45	28	587	16
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	91	21	111	127	19	76	655	2598	146	120	2417	65
Arrive On Green	0.10	0.00	0.10	0.10	0.10	0.10	0.76	0.76	0.76	0.76	0.76	0.76
Sat Flow, veh/h	359	201	1057	630	177	720	816	3420	192	101	3182	86
Grp Volume(v), veh/h	26	0	0	89	0	0	26	416	430	317	0	314
Grp Sat Flow(s), veh/h/ln	1617	0	0	1527	0	0	816	1777	1836	1682	0	1687
Q Serve(g_s), s	0.0	0.0	0.0	3.2	0.0	0.0	0.9	6.6	6.6	0.0	0.0	4.9
Cycle Q Clear(g_c), s	1.3	0.0	0.0	4.9	0.0	0.0	5.8	6.6	6.6	4.4	0.0	4.9
Prop In Lane	0.35		0.65	0.52		0.47	1.00		0.10	0.09		0.05
Lane Grp Cap(c), veh/h	223	0	0	221	0	0	655	1350	1394	1321	0	1281
V/C Ratio(X)	0.12	0.00	0.00	0.40	0.00	0.00	0.04	0.31	0.31	0.24	0.00	0.24
Avail Cap(c_a), veh/h	790	0	0	781	0	0	655	1350	1394	1321	0	1281
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.6	0.0	0.0	38.1	0.0	0.0	4.1	3.4	3.4	3.1	0.0	3.2
Incr Delay (d2), s/veh	0.2	0.0	0.0	1.2	0.0	0.0	0.1	0.6	0.6	0.4	0.0	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%), veh/ln	0.0	0.0	0.0	3.4	0.0	0.0	0.3	3.5	3.6	2.4	0.0	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.9	0.0	0.0	39.3	0.0	0.0	4.2	4.0	4.0	3.6	0.0	3.7
LnGrp LOS	D	A	A	D	A	A	A	A	A	A	A	A
Approach Vol, veh/h		26			89			872			631	
Approach Delay, s/veh		36.9			39.3			4.0			3.6	
Approach LOS		D			D			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		74.0		16.0		74.0		16.0				
Change Period (Y+Rc), s		* 5.6		6.6		* 5.6		6.6				
Max Green Setting (Gmax), s		* 34		43.4		* 34		43.4				
Max Q Clear Time (g_c+I1), s		8.6		6.9		6.9		3.3				
Green Ext Time (p_c), s		14.8		0.5		11.2		0.1				

Intersection Summary




HCM 6th Ctrl Delay	6.3
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th TWSC
3: Bronson Ave & Carlos Ave




















02/16/2021

Intersection						
Int Delay, s/veh	1.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	33	38	40	269	348	41
Future Vol, veh/h	33	38	40	269	348	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	36	41	43	292	378	45
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	779	401	423	0	-	0
Stage 1	401	-	-	-	-	-
Stage 2	378	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	364	649	1136	-	-	-
Stage 1	676	-	-	-	-	-
Stage 2	693	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	348	649	1136	-	-	-
Mov Cap-2 Maneuver	348	-	-	-	-	-
Stage 1	646	-	-	-	-	-
Stage 2	693	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	14.3	1.1		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1136	-	463	-	-	
HCM Lane V/C Ratio	0.038	-	0.167	-	-	
HCM Control Delay (s)	8.3	0	14.3	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.6	-	-	

HCM 6th Signalized Intersection Summary

4: Bronson Ave & Hollywood Bl



















02/16/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	137	768	58	86	773	99	54	318	169	93	187	55
Future Volume (veh/h)	137	768	58	86	773	99	54	318	169	93	187	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	149	835	63	93	840	108	59	346	184	101	203	60
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	204	719	54	80	1327	171	372	536	285	142	271	72
Arrive On Green	0.42	0.42	0.42	0.42	0.42	0.42	0.47	0.47	0.47	0.47	0.47	0.47
Sat Flow, veh/h	592	1717	130	620	3167	407	1116	1149	611	196	581	153
Grp Volume(v), veh/h	149	0	898	93	471	477	59	0	530	364	0	0
Grp Sat Flow(s),veh/h/ln	592	0	1847	620	1777	1797	1116	0	1760	930	0	0
Q Serve(g_s), s	18.8	0.0	37.7	0.0	18.9	18.9	0.0	0.0	20.7	15.2	0.0	0.0
Cycle Q Clear(g_c), s	37.7	0.0	37.7	37.7	18.9	18.9	5.9	0.0	20.7	35.8	0.0	0.0
Prop In Lane	1.00		0.07	1.00		0.23	1.00		0.35	0.28		0.16
Lane Grp Cap(c), veh/h	204	0	774	80	744	753	372	0	821	485	0	0
V/C Ratio(X)	0.73	0.00	1.16	1.16	0.63	0.63	0.16	0.00	0.65	0.75	0.00	0.00
Avail Cap(c_a), veh/h	204	0	774	80	744	753	372	0	821	485	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	37.2	0.0	26.2	45.0	20.7	20.7	14.4	0.0	18.3	24.6	0.0	0.0
Incr Delay (d2), s/veh	20.6	0.0	86.4	151.0	4.1	4.0	0.9	0.0	3.9	10.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.9	0.0	48.4	9.2	13.0	13.1	1.4	0.0	13.7	13.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.8	0.0	112.5	196.0	24.8	24.7	15.3	0.0	22.2	34.8	0.0	0.0
LnGrp LOS	E	A	F	F	C	C	B	A	C	C	A	A
Approach Vol, veh/h	1047			1041			589			364		
Approach Delay, s/veh	104.7			40.0			21.5			34.8		
Approach LOS	F			D			C			C		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	42.8			47.2			42.8			47.2		
Change Period (Y+Rc), s	5.1			* 5.2			5.1			* 5.2		
Max Green Setting (Gmax), s	37.7			* 42			37.7			* 42		
Max Q Clear Time (g_c+I1), s	39.7			37.8			39.7			22.7		
Green Ext Time (p_c), s	0.0			0.9			0.0			3.8		
Intersection Summary												
HCM 6th Ctrl Delay	58.1											
HCM 6th LOS	E											
Notes												

HCM 6th Signalized Intersection Summary

1: Bronson Ave & Franklin Ave

02/16/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	839	81	210	1181	42	41	117	118	122	188	102
Future Volume (veh/h)	75	839	81	210	1181	42	41	117	118	122	188	102
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	82	912	88	228	1284	46	45	127	128	133	204	111
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	1353	131	185	742	27	131	363	333	245	367	185
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.48	0.48	0.48	0.48	0.48	0.48
Sat Flow, veh/h	412	3274	316	563	1794	64	179	759	698	404	768	386
Grp Volume(v), veh/h	82	495	505	228	0	1330	300	0	0	448	0	0
Grp Sat Flow(s),veh/h/ln	412	1777	1813	563	0	1859	1635	0	0	1559	0	0
Q Serve(g_s), s	0.0	20.4	20.4	16.8	0.0	37.2	0.0	0.0	0.0	7.9	0.0	0.0
Cycle Q Clear(g_c), s	37.2	20.4	20.4	37.2	0.0	37.2	9.8	0.0	0.0	17.8	0.0	0.0
Prop In Lane	1.00		0.17	1.00		0.03	0.15		0.43	0.30		0.25
Lane Grp Cap(c), veh/h	80	734	750	185	0	768	827	0	0	797	0	0
V/C Ratio(X)	1.02	0.67	0.67	1.23	0.00	1.73	0.36	0.00	0.00	0.56	0.00	0.00
Avail Cap(c_a), veh/h	80	734	750	185	0	768	827	0	0	797	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	45.0	21.5	21.5	40.2	0.0	26.4	14.8	0.0	0.0	16.7	0.0	0.0
Incr Delay (d2), s/veh	107.7	4.9	4.8	141.8	0.0	334.5	1.2	0.0	0.0	2.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.5	14.0	14.2	19.0	0.0	135.7	7.1	0.0	0.0	11.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	152.7	26.4	26.3	182.0	0.0	360.9	16.1	0.0	0.0	19.5	0.0	0.0
LnGrp LOS	F	C	C	F	A	F	B	A	A	B	A	A
Approach Vol, veh/h	1082				1558				300			
Approach Delay, s/veh	35.9				334.7				16.1			
Approach LOS	D				F				B			
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	41.9			48.1			41.9			48.1		
Change Period (Y+Rc), s	* 4.7			5.1			* 4.7			5.1		
Max Green Setting (Gmax), s	* 37			43.0			* 37			43.0		
Max Q Clear Time (g_c+I1), s	39.2			11.8			39.2			19.8		
Green Ext Time (p_c), s	0.0			2.1			0.0			3.2		

Intersection Summary

HCM 6th Ctrl Delay 169.4

HCM 6th LOS F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

2: Gower St & Carlos Ave

02/16/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕			↕	
Traffic Volume (veh/h)	14	4	30	37	5	32	19	386	19	13	991	31
Future Volume (veh/h)	14	4	30	37	5	32	19	386	19	13	991	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	15	4	33	40	5	35	21	420	21	14	1077	34
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	79	35	108	125	29	73	407	2609	130	53	2586	81
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.76	0.76	0.76	0.76	0.76	0.76
Sat Flow, veh/h	261	323	1013	604	271	681	507	3444	172	16	3415	107
Grp Volume(v), veh/h	52	0	0	80	0	0	21	216	225	590	0	535
Grp Sat Flow(s), veh/h/ln	1596	0	0	1556	0	0	507	1777	1839	1855	0	1683
Q Serve(g_s), s	0.0	0.0	0.0	1.5	0.0	0.0	1.4	3.0	3.0	0.0	0.0	10.2
Cycle Q Clear(g_c), s	2.6	0.0	0.0	4.1	0.0	0.0	11.6	3.0	3.0	10.1	0.0	10.2
Prop In Lane	0.29		0.63	0.50		0.44	1.00		0.09	0.02		0.06
Lane Grp Cap(c), veh/h	222	0	0	227	0	0	407	1346	1393	1446	0	1275
V/C Ratio(X)	0.23	0.00	0.00	0.35	0.00	0.00	0.05	0.16	0.16	0.41	0.00	0.42
Avail Cap(c_a), veh/h	797	0	0	783	0	0	407	1346	1393	1446	0	1275
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.0	0.0	0.0	37.6	0.0	0.0	5.9	3.0	3.0	3.9	0.0	3.9
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.9	0.0	0.0	0.2	0.3	0.2	0.9	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.9	0.0	0.0	3.0	0.0	0.0	0.3	1.6	1.6	5.5	0.0	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.6	0.0	0.0	38.6	0.0	0.0	6.2	3.3	3.3	4.7	0.0	4.9
LnGrp LOS	D	A	A	D	A	A	A	A	A	A	A	A
Approach Vol, veh/h		52			80			462			1125	
Approach Delay, s/veh		37.6			38.6			3.4			4.8	
Approach LOS		D			D			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		73.8		16.2		73.8		16.2				
Change Period (Y+Rc), s		* 5.6		6.6		* 5.6		6.6				
Max Green Setting (Gmax), s		* 34		43.4		* 34		43.4				
Max Q Clear Time (g_c+I1), s		13.6		6.1		12.2		4.6				
Green Ext Time (p_c), s		6.9		0.5		16.7		0.3				

Intersection Summary

HCM 6th Ctrl Delay	7.0
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.




HCM 6th TWSC

3: Bronson Ave & Carlos Ave

02/16/2021

Intersection

Int Delay, s/veh 1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	19	19	31	282	427	44
Future Vol, veh/h	19	19	31	282	427	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	21	34	307	464	48

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	863	488	512
Stage 1	488	-	-
Stage 2	375	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	325	580	1053
Stage 1	617	-	-
Stage 2	695	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	312	580	1053
Mov Cap-2 Maneuver	312	-	-
Stage 1	593	-	-
Stage 2	695	-	-




















Approach	EB	NB	SB
HCM Control Delay, s	14.9	0.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1053	-	406	-	-
HCM Lane V/C Ratio	0.032	-	0.102	-	-
HCM Control Delay (s)	8.5	0	14.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

HCM 6th Signalized Intersection Summary

4: Bronson Ave & Hollywood Bl

02/16/2021



















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	627	63	356	1187	66	34	174	223	122	323	137
Future Volume (veh/h)	69	627	63	356	1187	66	34	174	223	122	323	137
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	75	682	68	387	1290	72	37	189	242	133	351	149
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	107	701	70	94	1434	80	276	348	445	139	310	123
Arrive On Green	0.42	0.42	0.42	0.42	0.42	0.42	0.47	0.47	0.47	0.47	0.47	0.47
Sat Flow, veh/h	399	1673	167	712	3422	191	898	745	954	193	665	264
Grp Volume(v), veh/h	75	0	750	387	669	693	37	0	431	633	0	0
Grp Sat Flow(s),veh/h/ln	399	0	1840	712	1777	1836	898	0	1699	1122	0	0
Q Serve(g_s), s	6.0	0.0	36.0	1.7	31.6	31.7	0.0	0.0	16.3	25.7	0.0	0.0
Cycle Q Clear(g_c), s	37.7	0.0	36.0	37.7	31.6	31.7	4.6	0.0	16.3	42.0	0.0	0.0
Prop In Lane	1.00		0.09	1.00		0.10	1.00		0.56	0.21		0.24
Lane Grp Cap(c), veh/h	107	0	771	94	744	769	276	0	793	572	0	0
V/C Ratio(X)	0.70	0.00	0.97	4.13	0.90	0.90	0.13	0.00	0.54	1.11	0.00	0.00
Avail Cap(c_a), veh/h	107	0	771	94	744	769	276	0	793	572	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	43.9	0.0	25.6	44.9	24.4	24.4	14.0	0.0	17.2	28.8	0.0	0.0
Incr Delay (d2), s/veh	32.3	0.0	26.5	1434.6	15.9	15.8	1.0	0.0	2.7	70.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.7	0.0	27.8	69.6	22.3	23.0	0.9	0.0	10.8	33.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.3	0.0	52.1	1479.5	40.3	40.2	15.0	0.0	19.8	99.0	0.0	0.0
LnGrp LOS	E	A	D	F	D	D	B	A	B	F	A	A
Approach Vol, veh/h	825			1749				468			633	
Approach Delay, s/veh	54.3			358.7				19.4			99.0	
Approach LOS	D			F				B			F	
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	42.8			47.2			42.8			47.2		
Change Period (Y+Rc), s	5.1			* 5.2			5.1			* 5.2		
Max Green Setting (Gmax), s	37.7			* 42			37.7			* 42		
Max Q Clear Time (g_c+I1), s	39.7			44.0			39.7			18.3		
Green Ext Time (p_c), s	0.0			0.0			0.0			3.2		
Intersection Summary												
HCM 6th Ctrl Delay	202.4											
HCM 6th LOS	F											
Notes												

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

1: Bronson Ave & Franklin Ave

02/16/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	101	1377	70	92	960	64	46	178	314	121	120	90
Future Volume (veh/h)	101	1377	70	92	960	64	46	178	314	121	120	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	110	1497	76	100	1043	70	50	193	341	132	130	98
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	1423	72	80	716	48	89	285	464	217	209	139
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.48	0.48	0.48	0.48	0.48	0.48
Sat Flow, veh/h	506	3442	174	326	1733	116	95	597	971	339	438	291
Grp Volume(v), veh/h	110	770	803	100	0	1113	584	0	0	360	0	0
Grp Sat Flow(s),veh/h/ln	506	1777	1839	326	0	1849	1664	0	0	1069	0	0
Q Serve(g_s), s	0.0	37.2	37.2	0.0	0.0	37.2	0.0	0.0	0.0	3.3	0.0	0.0
Cycle Q Clear(g_c), s	37.2	37.2	37.2	37.2	0.0	37.2	24.8	0.0	0.0	28.1	0.0	0.0
Prop In Lane	1.00		0.09	1.00		0.06	0.09		0.58	0.37		0.27
Lane Grp Cap(c), veh/h	80	734	760	80	0	764	838	0	0	565	0	0
V/C Ratio(X)	1.37	1.05	1.06	1.25	0.00	1.46	0.70	0.00	0.00	0.64	0.00	0.00
Avail Cap(c_a), veh/h	80	734	760	80	0	764	838	0	0	565	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	45.0	26.4	26.4	45.0	0.0	26.4	18.7	0.0	0.0	18.9	0.0	0.0
Incr Delay (d2), s/veh	229.4	46.8	48.4	182.0	0.0	212.5	4.8	0.0	0.0	5.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.4	33.5	35.1	10.5	0.0	91.4	15.4	0.0	0.0	11.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	274.4	73.2	74.8	227.0	0.0	238.9	23.5	0.0	0.0	24.3	0.0	0.0
LnGrp LOS	F	F	F	F	A	F	C	A	A	C	A	A
Approach Vol, veh/h	1683			1213			584			360		
Approach Delay, s/veh	87.1			237.9			23.5			24.3		
Approach LOS	F			F			C			C		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	41.9			48.1			41.9			48.1		
Change Period (Y+Rc), s	* 4.7			5.1			* 4.7			5.1		
Max Green Setting (Gmax), s	* 37			43.0			* 37			43.0		
Max Q Clear Time (g_c+I1), s	39.2			26.8			39.2			30.1		
Green Ext Time (p_c), s	0.0			3.9			0.0			2.2		
Intersection Summary												
HCM 6th Ctrl Delay			119.2									
HCM 6th LOS			F									
Notes												

HCM 6th Signalized Intersection Summary

2: Gower St & Carlos Ave

02/16/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕			↕	
Traffic Volume (veh/h)	8	0	16	40	1	39	25	813	38	25	615	15
Future Volume (veh/h)	8	0	16	40	1	39	25	813	38	25	615	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	9	0	17	43	1	42	27	884	41	27	668	16
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	91	21	110	123	19	78	608	2628	122	105	2456	58
Arrive On Green	0.10	0.00	0.10	0.10	0.10	0.10	0.76	0.76	0.76	0.76	0.76	0.76
Sat Flow, veh/h	356	201	1053	600	184	748	757	3458	160	81	3231	77
Grp Volume(v), veh/h	26	0	0	86	0	0	27	454	471	358	0	353
Grp Sat Flow(s),veh/h/ln	1610	0	0	1532	0	0	757	1777	1841	1701	0	1688
Q Serve(g_s), s	0.0	0.0	0.0	2.8	0.0	0.0	1.0	7.4	7.4	0.0	0.0	5.7
Cycle Q Clear(g_c), s	1.3	0.0	0.0	4.6	0.0	0.0	6.7	7.4	7.4	5.1	0.0	5.7
Prop In Lane	0.35		0.65	0.50		0.49	1.00		0.09	0.08		0.05
Lane Grp Cap(c), veh/h	222	0	0	220	0	0	608	1351	1400	1336	0	1283
V/C Ratio(X)	0.12	0.00	0.00	0.39	0.00	0.00	0.04	0.34	0.34	0.27	0.00	0.27
Avail Cap(c_a), veh/h	789	0	0	782	0	0	608	1351	1400	1336	0	1283
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.7	0.0	0.0	38.1	0.0	0.0	4.3	3.5	3.5	3.2	0.0	3.3
Incr Delay (d2), s/veh	0.2	0.0	0.0	1.1	0.0	0.0	0.1	0.7	0.7	0.5	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.0	3.3	0.0	0.0	0.3	3.9	4.0	2.8	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.9	0.0	0.0	39.2	0.0	0.0	4.4	4.2	4.1	3.7	0.0	3.8
LnGrp LOS	D	A	A	D	A	A	A	A	A	A	A	A
Approach Vol, veh/h		26			86			952			711	
Approach Delay, s/veh		36.9			39.2			4.1			3.8	
Approach LOS		D			D			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		74.0		16.0		74.0		16.0				
Change Period (Y+Rc), s		* 5.6		6.6		* 5.6		6.6				
Max Green Setting (Gmax), s		* 34		43.4		* 34		43.4				
Max Q Clear Time (g_c+I1), s		9.4		6.6		7.7		3.3				
Green Ext Time (p_c), s		15.8		0.5		12.5		0.1				

Intersection Summary




HCM 6th Ctrl Delay	6.2
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th TWSC
3: Bronson Ave & Carlos Ave




















02/16/2021

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	32	32	31	304	365	39
Future Vol, veh/h	32	32	31	304	365	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	35	35	34	330	397	42
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	816	418	439	0	-	0
Stage 1	418	-	-	-	-	-
Stage 2	398	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	347	635	1121	-	-	-
Stage 1	664	-	-	-	-	-
Stage 2	678	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	334	635	1121	-	-	-
Mov Cap-2 Maneuver	334	-	-	-	-	-
Stage 1	639	-	-	-	-	-
Stage 2	678	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	14.8	0.8		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1121	-	438	-	-	
HCM Lane V/C Ratio	0.03	-	0.159	-	-	
HCM Control Delay (s)	8.3	0	14.8	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.6	-	-	

HCM 6th Signalized Intersection Summary

4: Bronson Ave & Hollywood Bl

02/16/2021



















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	140	1096	67	172	953	91	81	352	357	89	199	57
Future Volume (veh/h)	140	1096	67	172	953	91	81	352	357	89	199	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	152	1191	73	187	1036	99	88	383	388	97	216	62
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	154	731	45	80	1373	131	313	398	403	61	119	26
Arrive On Green	0.42	0.42	0.42	0.42	0.42	0.42	0.47	0.47	0.47	0.47	0.47	0.47
Sat Flow, veh/h	496	1744	107	439	3278	313	1101	852	863	22	256	55
Grp Volume(v), veh/h	152	0	1264	187	561	574	88	0	771	375	0	0
Grp Sat Flow(s),veh/h/ln	496	0	1851	439	1777	1814	1101	0	1715	333	0	0
Q Serve(g_s), s	13.5	0.0	37.7	0.0	24.2	24.2	0.0	0.0	39.2	2.8	0.0	0.0
Cycle Q Clear(g_c), s	37.7	0.0	37.7	37.7	24.2	24.2	10.3	0.0	39.2	42.0	0.0	0.0
Prop In Lane	1.00		0.06	1.00		0.17	1.00		0.50	0.26		0.17
Lane Grp Cap(c), veh/h	154	0	775	80	744	760	313	0	800	206	0	0
V/C Ratio(X)	0.98	0.00	1.63	2.34	0.75	0.75	0.28	0.00	0.96	1.82	0.00	0.00
Avail Cap(c_a), veh/h	154	0	775	80	744	760	313	0	800	206	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	41.7	0.0	26.2	45.0	22.2	22.2	15.5	0.0	23.3	22.7	0.0	0.0
Incr Delay (d2), s/veh	68.4	0.0	289.4	638.9	7.0	6.9	2.2	0.0	24.0	389.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.4	0.0	120.6	28.7	16.4	16.7	2.4	0.0	27.3	43.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	110.0	0.0	315.6	683.9	29.2	29.1	17.8	0.0	47.3	412.3	0.0	0.0
LnGrp LOS	F	A	F	F	C	C	B	A	D	F	A	A
Approach Vol, veh/h	1416			1322			859			375		
Approach Delay, s/veh	293.5			121.8			44.3			412.3		
Approach LOS	F			F			D			F		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	42.8			47.2			42.8			47.2		
Change Period (Y+Rc), s	5.1			* 5.2			5.1			* 5.2		
Max Green Setting (Gmax), s	37.7			* 42			37.7			* 42		
Max Q Clear Time (g_c+I1), s	39.7			44.0			39.7			41.2		
Green Ext Time (p_c), s	0.0			0.0			0.0			0.5		
Intersection Summary												
HCM 6th Ctrl Delay	193.7											
HCM 6th LOS	F											
Notes												

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

1: Bronson Ave & Franklin Ave

02/16/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	839	81	211	1181	42	42	119	120	122	189	102
Future Volume (veh/h)	75	839	81	211	1181	42	42	119	120	122	189	102
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	82	912	88	229	1284	46	46	129	130	133	205	111
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	1353	131	185	742	27	132	362	333	244	368	184
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.48	0.48	0.48	0.48	0.48	0.48
Sat Flow, veh/h	412	3274	316	563	1794	64	180	758	696	402	769	385
Grp Volume(v), veh/h	82	495	505	229	0	1330	305	0	0	449	0	0
Grp Sat Flow(s),veh/h/ln	412	1777	1813	563	0	1859	1634	0	0	1557	0	0
Q Serve(g_s), s	0.0	20.4	20.4	16.8	0.0	37.2	0.0	0.0	0.0	7.9	0.0	0.0
Cycle Q Clear(g_c), s	37.2	20.4	20.4	37.2	0.0	37.2	10.0	0.0	0.0	17.9	0.0	0.0
Prop In Lane	1.00		0.17	1.00		0.03	0.15		0.43	0.30		0.25
Lane Grp Cap(c), veh/h	80	734	750	185	0	768	827	0	0	796	0	0
V/C Ratio(X)	1.02	0.67	0.67	1.24	0.00	1.73	0.37	0.00	0.00	0.56	0.00	0.00
Avail Cap(c_a), veh/h	80	734	750	185	0	768	827	0	0	796	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	45.0	21.5	21.5	40.2	0.0	26.4	14.9	0.0	0.0	16.7	0.0	0.0
Incr Delay (d2), s/veh	107.7	4.9	4.8	143.8	0.0	334.5	1.3	0.0	0.0	2.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.5	14.0	14.2	19.2	0.0	135.7	7.3	0.0	0.0	11.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	152.7	26.4	26.3	184.1	0.0	360.9	16.2	0.0	0.0	19.6	0.0	0.0
LnGrp LOS	F	C	C	F	A	F	B	A	A	B	A	A
Approach Vol, veh/h	1082				1559				305			
Approach Delay, s/veh	35.9				334.9				16.2			
Approach LOS	D				F				B			
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	41.9			48.1			41.9			48.1		
Change Period (Y+Rc), s	* 4.7			5.1			* 4.7			5.1		
Max Green Setting (Gmax), s	* 37			43.0			* 37			43.0		
Max Q Clear Time (g_c+I1), s	39.2			12.0			39.2			19.9		
Green Ext Time (p_c), s	0.0			2.1			0.0			3.2		

Intersection Summary

HCM 6th Ctrl Delay 169.3

HCM 6th LOS F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

2: Gower St & Carlos Ave

02/16/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕			↕	
Traffic Volume (veh/h)	14	4	30	42	5	34	19	386	21	14	991	31
Future Volume (veh/h)	14	4	30	42	5	34	19	386	21	14	991	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	15	4	33	46	5	37	21	420	23	15	1077	34
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	35	110	130	27	70	406	2593	142	54	2581	81
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.76	0.76	0.76	0.76	0.76	0.76
Sat Flow, veh/h	266	323	1022	646	255	653	507	3426	187	18	3411	107
Grp Volume(v), veh/h	52	0	0	88	0	0	21	217	226	590	0	536
Grp Sat Flow(s), veh/h/ln	1610	0	0	1553	0	0	507	1777	1837	1853	0	1683
Q Serve(g_s), s	0.0	0.0	0.0	2.0	0.0	0.0	1.4	3.1	3.1	0.0	0.0	10.2
Cycle Q Clear(g_c), s	2.6	0.0	0.0	4.6	0.0	0.0	11.6	3.1	3.1	10.1	0.0	10.2
Prop In Lane	0.29		0.63	0.52		0.42	1.00		0.10	0.03		0.06
Lane Grp Cap(c), veh/h	225	0	0	228	0	0	406	1345	1390	1443	0	1273
V/C Ratio(X)	0.23	0.00	0.00	0.39	0.00	0.00	0.05	0.16	0.16	0.41	0.00	0.42
Avail Cap(c_a), veh/h	799	0	0	781	0	0	406	1345	1390	1443	0	1273
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.0	0.0	0.0	37.8	0.0	0.0	6.0	3.0	3.0	3.9	0.0	3.9
Incr Delay (d2), s/veh	0.5	0.0	0.0	1.1	0.0	0.0	0.2	0.3	0.3	0.9	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.9	0.0	0.0	3.4	0.0	0.0	0.3	1.6	1.7	5.6	0.0	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.5	0.0	0.0	38.8	0.0	0.0	6.2	3.3	3.3	4.8	0.0	4.9
LnGrp LOS	D	A	A	D	A	A	A	A	A	A	A	A
Approach Vol, veh/h	52			88			464			1126		
Approach Delay, s/veh	37.5			38.8			3.4			4.8		
Approach LOS	D			D			A			A		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	73.7			16.3			73.7			16.3		
Change Period (Y+Rc), s	* 5.6			6.6			* 5.6			6.6		
Max Green Setting (Gmax), s	* 34			43.4			* 34			43.4		
Max Q Clear Time (g_c+I1), s	13.6			6.6			12.2			4.6		
Green Ext Time (p_c), s	6.9			0.5			16.7			0.3		

Intersection Summary




HCM 6th Ctrl Delay	7.2
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th TWSC
3: Bronson Ave & Carlos Ave




















02/16/2021

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	22	30	35	284	428	45
Future Vol, veh/h	22	30	35	284	428	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	33	38	309	465	49
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	875	490	514	0	-	0
Stage 1	490	-	-	-	-	-
Stage 2	385	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	320	578	1052	-	-	-
Stage 1	616	-	-	-	-	-
Stage 2	688	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	306	578	1052	-	-	-
Mov Cap-2 Maneuver	306	-	-	-	-	-
Stage 1	589	-	-	-	-	-
Stage 2	688	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	14.9	0.9		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1052	-	420	-	-	
HCM Lane V/C Ratio	0.036	-	0.135	-	-	
HCM Control Delay (s)	8.6	0	14.9	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-	

HCM 6th Signalized Intersection Summary

4: Bronson Ave & Hollywood Bl

02/16/2021



















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	627	63	356	1187	70	34	176	223	134	327	138
Future Volume (veh/h)	69	627	63	356	1187	70	34	176	223	134	327	138
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	75	682	68	387	1290	76	37	191	242	146	355	150
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	106	701	70	94	1429	84	286	350	443	144	293	116
Arrive On Green	0.42	0.42	0.42	0.42	0.42	0.42	0.47	0.47	0.47	0.47	0.47	0.47
Sat Flow, veh/h	398	1673	167	712	3410	201	894	750	950	203	627	249
Grp Volume(v), veh/h	75	0	750	387	671	695	37	0	433	651	0	0
Grp Sat Flow(s),veh/h/ln	398	0	1840	712	1777	1834	894	0	1699	1079	0	0
Q Serve(g_s), s	5.8	0.0	36.0	1.7	31.7	31.9	0.0	0.0	16.4	25.6	0.0	0.0
Cycle Q Clear(g_c), s	37.7	0.0	36.0	37.7	31.7	31.9	4.4	0.0	16.4	42.0	0.0	0.0
Prop In Lane	1.00		0.09	1.00		0.11	1.00		0.56	0.22		0.23
Lane Grp Cap(c), veh/h	106	0	771	94	744	768	286	0	793	553	0	0
V/C Ratio(X)	0.71	0.00	0.97	4.13	0.90	0.90	0.13	0.00	0.55	1.18	0.00	0.00
Avail Cap(c_a), veh/h	106	0	771	94	744	768	286	0	793	553	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	44.0	0.0	25.6	44.9	24.4	24.5	14.0	0.0	17.2	29.4	0.0	0.0
Incr Delay (d2), s/veh	33.2	0.0	26.5	1434.6	16.2	16.1	0.9	0.0	2.7	97.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.7	0.0	27.8	69.6	22.4	23.1	0.9	0.0	10.9	39.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.2	0.0	52.1	1479.5	40.6	40.6	14.9	0.0	19.9	127.2	0.0	0.0
LnGrp LOS	E	A	D	F	D	D	B	A	B	F	A	A
Approach Vol, veh/h	825			1753			470			651		
Approach Delay, s/veh	54.4			358.3			19.5			127.2		
Approach LOS	D			F			B			F		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	42.8			47.2			42.8			47.2		
Change Period (Y+Rc), s	5.1			* 5.2			5.1			* 5.2		
Max Green Setting (Gmax), s	37.7			* 42			37.7			* 42		
Max Q Clear Time (g_c+I1), s	39.7			44.0			39.7			18.4		
Green Ext Time (p_c), s	0.0			0.0			0.0			3.2		
Intersection Summary												
HCM 6th Ctrl Delay	206.8											
HCM 6th LOS	F											
Notes												

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

1: Bronson Ave & Franklin Ave

02/16/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	101	1377	71	94	960	64	46	179	315	121	122	90
Future Volume (veh/h)	101	1377	71	94	960	64	46	179	315	121	122	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	110	1497	77	102	1043	70	50	195	342	132	133	98
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	1422	73	80	716	48	89	286	463	215	212	138
Arrive On Green	0.41	0.41	0.41	0.41	0.41	0.41	0.48	0.48	0.48	0.48	0.48	0.48
Sat Flow, veh/h	506	3439	176	326	1733	116	95	599	969	335	444	288
Grp Volume(v), veh/h	110	771	803	102	0	1113	587	0	0	363	0	0
Grp Sat Flow(s),veh/h/ln	506	1777	1839	326	0	1849	1663	0	0	1068	0	0
Q Serve(g_s), s	0.0	37.2	37.2	0.0	0.0	37.2	0.0	0.0	0.0	3.4	0.0	0.0
Cycle Q Clear(g_c), s	37.2	37.2	37.2	37.2	0.0	37.2	25.0	0.0	0.0	28.5	0.0	0.0
Prop In Lane	1.00		0.10	1.00		0.06	0.09		0.58	0.36		0.27
Lane Grp Cap(c), veh/h	80	734	760	80	0	764	838	0	0	565	0	0
V/C Ratio(X)	1.37	1.05	1.06	1.27	0.00	1.46	0.70	0.00	0.00	0.64	0.00	0.00
Avail Cap(c_a), veh/h	80	734	760	80	0	764	838	0	0	565	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	45.0	26.4	26.4	45.0	0.0	26.4	18.8	0.0	0.0	19.0	0.0	0.0
Incr Delay (d2), s/veh	229.4	47.0	48.6	191.2	0.0	212.5	4.8	0.0	0.0	5.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.4	33.6	35.2	10.8	0.0	91.4	15.5	0.0	0.0	11.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	274.4	73.4	75.0	236.2	0.0	238.9	23.6	0.0	0.0	24.6	0.0	0.0
LnGrp LOS	F	F	F	F	A	F	C	A	A	C	A	A
Approach Vol, veh/h	1684			1215			587			363		
Approach Delay, s/veh	87.3			238.6			23.6			24.6		
Approach LOS	F			F			C			C		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	41.9			48.1			41.9			48.1		
Change Period (Y+Rc), s	* 4.7			5.1			* 4.7			5.1		
Max Green Setting (Gmax), s	* 37			43.0			* 37			43.0		
Max Q Clear Time (g_c+I1), s	39.2			27.0			39.2			30.5		
Green Ext Time (p_c), s	0.0			3.9			0.0			2.2		

Intersection Summary

HCM 6th Ctrl Delay 119.5

HCM 6th LOS F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

2: Gower St & Carlos Ave

02/16/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕			↕	
Traffic Volume (veh/h)	8	0	16	43	1	40	25	813	42	27	615	15
Future Volume (veh/h)	8	0	16	43	1	40	25	813	42	27	615	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	9	0	17	47	1	43	27	884	46	29	668	16
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	92	21	111	127	18	76	606	2609	136	111	2434	58
Arrive On Green	0.11	0.00	0.11	0.11	0.11	0.11	0.76	0.76	0.76	0.76	0.76	0.76
Sat Flow, veh/h	361	200	1060	632	172	721	757	3436	179	89	3206	76
Grp Volume(v), veh/h	26	0	0	91	0	0	27	457	473	358	0	355
Grp Sat Flow(s), veh/h/ln	1621	0	0	1526	0	0	757	1777	1838	1683	0	1688
Q Serve(g_s), s	0.0	0.0	0.0	3.3	0.0	0.0	1.0	7.5	7.5	0.0	0.0	5.8
Cycle Q Clear(g_c), s	1.3	0.0	0.0	5.0	0.0	0.0	6.8	7.5	7.5	5.1	0.0	5.8
Prop In Lane	0.35		0.65	0.52		0.47	1.00		0.10	0.08		0.05
Lane Grp Cap(c), veh/h	224	0	0	221	0	0	606	1349	1396	1321	0	1282
V/C Ratio(X)	0.12	0.00	0.00	0.41	0.00	0.00	0.04	0.34	0.34	0.27	0.00	0.28
Avail Cap(c_a), veh/h	790	0	0	781	0	0	606	1349	1396	1321	0	1282
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.6	0.0	0.0	38.2	0.0	0.0	4.3	3.5	3.5	3.2	0.0	3.3
Incr Delay (d2), s/veh	0.2	0.0	0.0	1.2	0.0	0.0	0.1	0.7	0.7	0.5	0.0	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%), veh/ln	0.0	0.0	0.0	3.5	0.0	0.0	0.3	3.9	4.1	2.8	0.0	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.8	0.0	0.0	39.4	0.0	0.0	4.5	4.2	4.2	3.7	0.0	3.8
LnGrp LOS	D	A	A	D	A	A	A	A	A	A	A	A
Approach Vol, veh/h		26			91			957			713	
Approach Delay, s/veh		36.8			39.4			4.2			3.8	
Approach LOS		D			D			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		73.9		16.1		73.9		16.1				
Change Period (Y+Rc), s		* 5.6		6.6		* 5.6		6.6				
Max Green Setting (Gmax), s		* 34		43.4		* 34		43.4				
Max Q Clear Time (g_c+I1), s		9.5		7.0		7.8		3.3				
Green Ext Time (p_c), s		15.8		0.5		12.6		0.1				

Intersection Summary

HCM 6th Ctrl Delay 6.3

HCM 6th LOS A




Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th TWSC

3: Bronson Ave & Carlos Ave




















02/16/2021

Intersection						
Int Delay, s/veh	1.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	34	39	41	305	367	42
Future Vol, veh/h	34	39	41	305	367	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	37	42	45	332	399	46
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	844	422	445	0	-	0
Stage 1	422	-	-	-	-	-
Stage 2	422	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	334	632	1115	-	-	-
Stage 1	662	-	-	-	-	-
Stage 2	662	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	318	632	1115	-	-	-
Mov Cap-2 Maneuver	318	-	-	-	-	-
Stage 1	630	-	-	-	-	-
Stage 2	662	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	15.2	1		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1115	-	433	-	-	
HCM Lane V/C Ratio	0.04	-	0.183	-	-	
HCM Control Delay (s)	8.4	0	15.2	-	-	
HCM Lane LOS	A	A	C	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.7	-	-	

HCM 6th Signalized Intersection Summary

4: Bronson Ave & Hollywood Bl

02/16/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	141	1096	67	172	953	102	81	356	357	96	202	57
Future Volume (veh/h)	141	1096	67	172	953	102	81	356	357	96	202	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	153	1191	73	187	1036	111	88	387	388	104	220	62
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	151	731	45	80	1356	145	321	400	401	60	111	23
Arrive On Green	0.42	0.42	0.42	0.42	0.42	0.42	0.47	0.47	0.47	0.47	0.47	0.47
Sat Flow, veh/h	490	1744	107	439	3238	347	1097	857	859	20	239	49
Grp Volume(v), veh/h	153	0	1264	187	568	579	88	0	775	386	0	0
Grp Sat Flow(s),veh/h/ln	490	0	1851	439	1777	1808	1097	0	1716	308	0	0
Q Serve(g_s), s	13.1	0.0	37.7	0.0	24.6	24.6	0.0	0.0	39.5	2.5	0.0	0.0
Cycle Q Clear(g_c), s	37.7	0.0	37.7	37.7	24.6	24.6	9.8	0.0	39.5	42.0	0.0	0.0
Prop In Lane	1.00		0.06	1.00		0.19	1.00		0.50	0.27		0.16
Lane Grp Cap(c), veh/h	151	0	775	80	744	757	321	0	801	195	0	0
V/C Ratio(X)	1.01	0.00	1.63	2.34	0.76	0.76	0.27	0.00	0.97	1.98	0.00	0.00
Avail Cap(c_a), veh/h	151	0	775	80	744	757	321	0	801	195	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	41.9	0.0	26.2	45.0	22.3	22.4	15.4	0.0	23.3	22.7	0.0	0.0
Incr Delay (d2), s/veh	76.3	0.0	289.4	638.9	7.3	7.2	2.1	0.0	24.9	460.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.8	0.0	120.6	28.7	16.7	17.0	2.3	0.0	27.7	48.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	118.3	0.0	315.6	683.9	29.6	29.6	17.5	0.0	48.2	483.4	0.0	0.0
LnGrp LOS	F	A	F	F	C	C	B	A	D	F	A	A
Approach Vol, veh/h	1417			1334			863			386		
Approach Delay, s/veh	294.3			121.3			45.1			483.4		
Approach LOS	F			F			D			F		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	42.8			47.2			42.8			47.2		
Change Period (Y+Rc), s	5.1			* 5.2			5.1			* 5.2		
Max Green Setting (Gmax), s	37.7			* 42			37.7			* 42		
Max Q Clear Time (g_c+I1), s	39.7			44.0			39.7			41.5		
Green Ext Time (p_c), s	0.0			0.0			0.0			0.3		
Intersection Summary												
HCM 6th Ctrl Delay	201.1											
HCM 6th LOS	F											
Notes												

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

APPENDIX C – NOISE MODELING RESULTS



DOUGLASKIM+ASSOCIATES,LLC

AMBIENT NOISE MEASUREMENTS



Figure 1
Noise Monitoring Locations

#1

6/2/2021

Information Panel

Name	S018_BIJ050019_02062021_122422
Start Time	6/2/2021 10:11:43 AM
Stop Time	6/2/2021 10:26:!
Device Name	BIJ050019
Model Type	SoundPro DL
Device Firmware Rev	R.13H
Comments	

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	62.2 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF
Exchange Rate	2	5 dB	Weighting	2	C
Response	2	FAST			

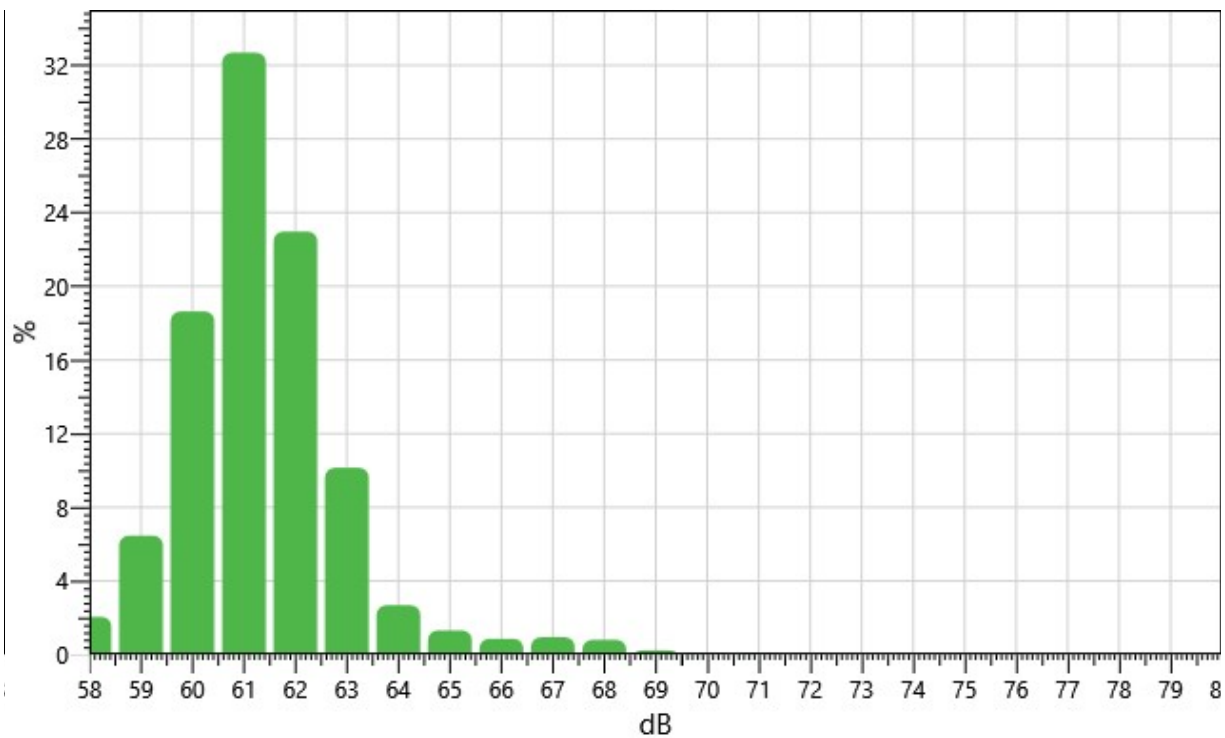
Statistics Table

dB:	0.0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	%
58:	0.00	0.12	0.16	0.14	0.29	0.26	0.22	0.26	0.29	0.30	2.05
59:	0.34	0.38	0.48	0.67	0.73	0.63	0.76	0.82	0.93	0.73	6.46
60:	1.00	0.90	1.25	1.24	1.51	2.07	2.15	2.32	2.63	3.56	18.64
61:	4.07	3.67	3.68	2.12	3.41	3.14	3.47	3.39	2.74	2.99	32.68
62:	2.76	2.75	2.60	3.10	2.59	2.42	1.89	1.77	1.79	1.29	22.97
63:	1.41	1.44	1.38	1.25	0.94	0.80	0.87	0.90	0.65	0.50	10.14
64:	0.56	0.52	0.28	0.15	0.26	0.23	0.15	0.18	0.16	0.19	2.68
65:	0.15	0.15	0.08	0.13	0.15	0.12	0.16	0.12	0.08	0.17	1.31
66:	0.12	0.16	0.07	0.04	0.07	0.03	0.05	0.06	0.10	0.16	0.86
67:	0.16	0.10	0.14	0.09	0.11	0.07	0.09	0.08	0.07	0.04	0.94
68:	0.04	0.05	0.08	0.09	0.05	0.10	0.09	0.09	0.06	0.14	0.80
69:	0.06	0.04	0.05	0.01	0.02	0.01	0.01	0.01	0.01	0.01	0.24
70:	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.09
71:	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.02	0.01	0.01	0.10

72: 0.02 0.01 0.01 0.00 0.00 0.00 0.00 0.00 0.00 0.04

Statistics Chart

S018_BIJ050019_02062021_122422: Statistics Chart

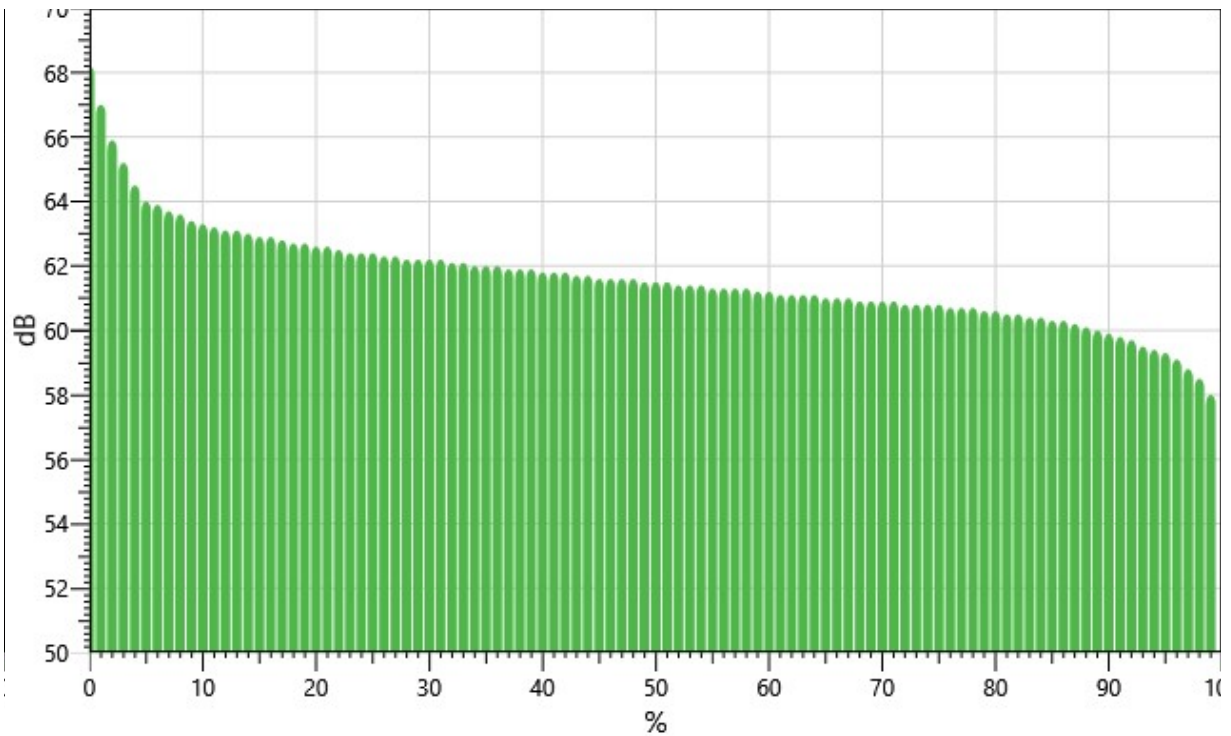


Exceedance Table

	0%	1%	2%	3%	4%	5%	6%	%7	%8	%9
0%:		68.2	67.0	65.9	65.2	64.5	64.0	63.9	63.7	63.6
10%:	63.4	63.3	63.2	63.1	63.1	63.0	62.9	62.9	62.8	62.7
20%:	62.7	62.6	62.6	62.5	62.4	62.4	62.4	62.3	62.3	62.2
30%:	62.2	62.2	62.2	62.1	62.1	62.0	62.0	62.0	61.9	61.9
40%:	61.9	61.8	61.8	61.8	61.7	61.7	61.6	61.6	61.6	61.6
50%:	61.5	61.5	61.5	61.4	61.4	61.4	61.3	61.3	61.3	61.3
60%:	61.2	61.2	61.1	61.1	61.1	61.1	61.0	61.0	61.0	60.9
70%:	60.9	60.9	60.9	60.8	60.8	60.8	60.8	60.7	60.7	60.7
80%:	60.6	60.6	60.5	60.5	60.4	60.4	60.3	60.3	60.2	60.1
90%:	60.0	59.9	59.8	59.7	59.5	59.4	59.3	59.1	58.8	58.5
100%:	58.0									

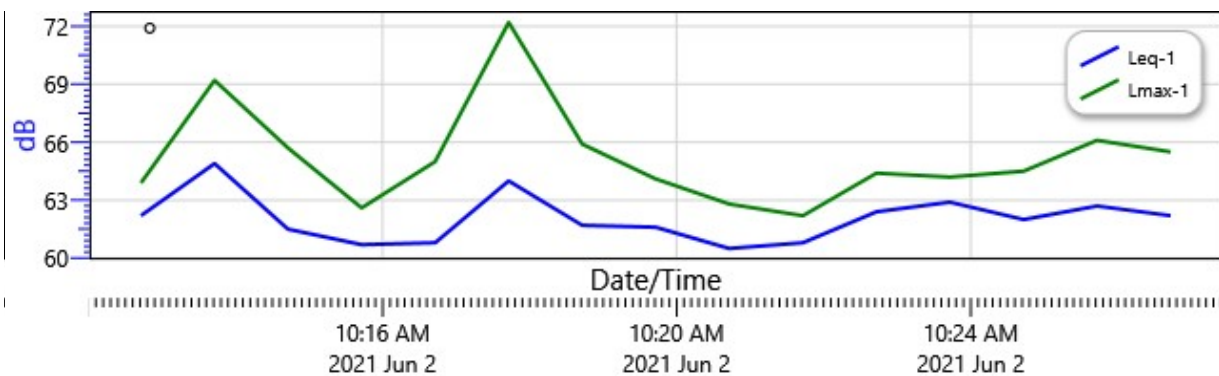
Exceedance Chart

S018_BIJ050019_02062021_122422: Exceedance Chart



Logged Data Chart

S018_BIJ050019_02062021_122422: Logged Data Chart



#2

6/2/2021

Information Panel

Name	S019_BIJ050019_02062021_122423
Start Time	6/2/2021 10:35:11 AM
Stop Time	6/2/2021 10:50:11 AM
Device Name	BIJ050019
Model Type	SoundPro DL
Device Firmware Rev	R.13H
Comments	

Summary Data Panel

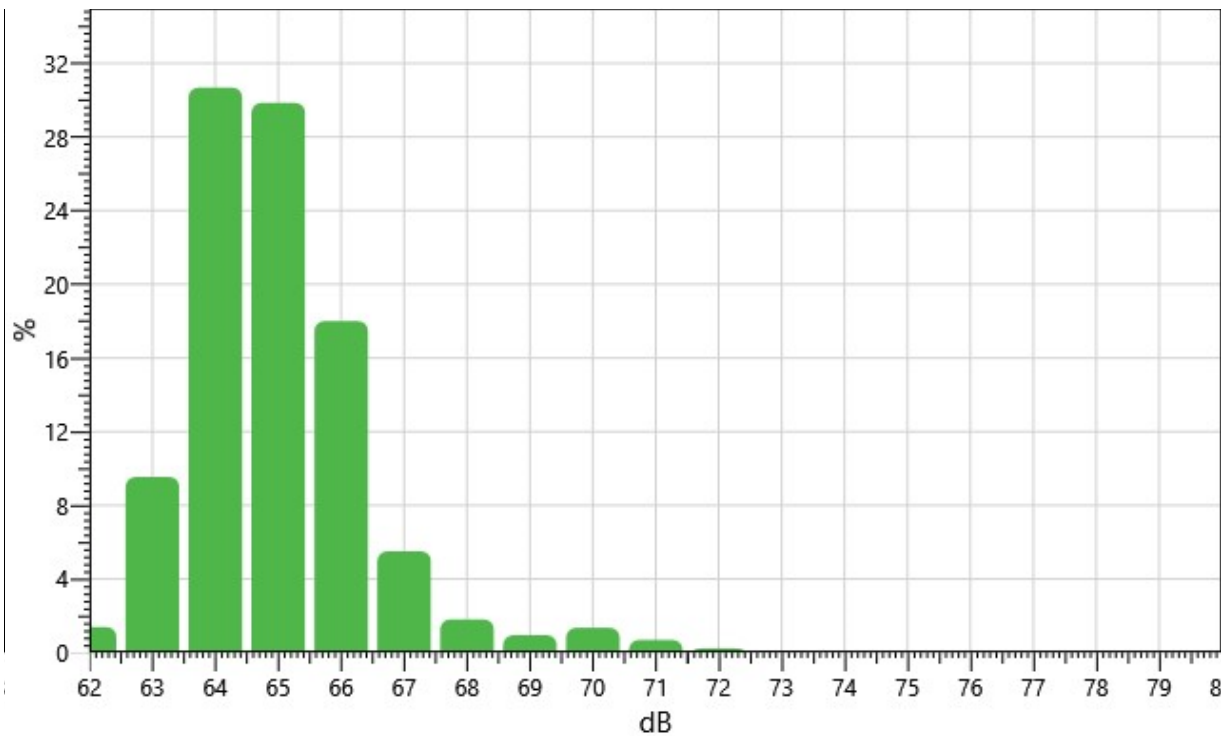
<u>Description</u>	<u>Meter</u>	<u>Value</u>	<u>Description</u>	<u>Meter</u>	<u>Value</u>
Leq	1	65.7 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF
Exchange Rate	2	5 dB	Weighting	2	C
Response	2	FAST			

Statistics Table

dB:	0.0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	%
62:	0.00	0.00	0.00	0.00	0.06	0.10	0.13	0.43	0.29	0.37	1.39
63:	0.27	0.21	0.33	0.53	0.53	0.67	0.95	1.28	2.42	2.34	9.54
64:	2.34	2.61	3.11	2.14	3.69	3.30	3.16	3.13	3.38	3.83	30.68
65:	3.66	3.49	3.38	3.18	2.85	3.02	2.81	2.61	2.37	2.50	29.85
66:	2.23	2.19	2.03	2.03	1.77	1.46	1.71	1.56	1.62	1.39	17.99
67:	0.97	0.92	0.93	0.50	0.61	0.49	0.26	0.22	0.28	0.31	5.50
68:	0.31	0.17	0.27	0.14	0.13	0.21	0.18	0.12	0.12	0.15	1.79
69:	0.08	0.04	0.12	0.10	0.07	0.08	0.08	0.11	0.11	0.15	0.94
70:	0.15	0.15	0.15	0.11	0.11	0.16	0.20	0.14	0.08	0.09	1.34
71:	0.10	0.06	0.08	0.08	0.06	0.07	0.07	0.05	0.04	0.07	0.68
72:	0.05	0.04	0.02	0.02	0.01	0.01	0.01	0.02	0.02	0.02	0.23
73:	0.01	0.01	0.02	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.06

Statistics Chart

S019_BIJ050019_02062021_122423: Statistics Chart

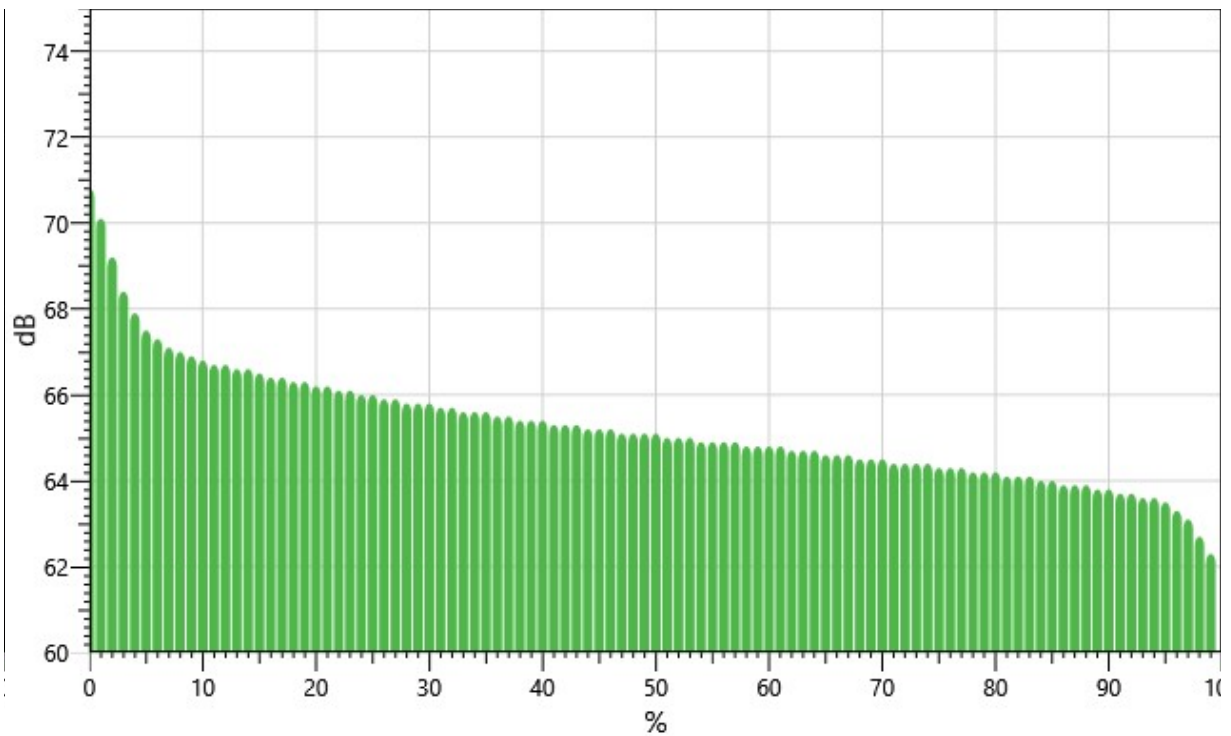


Exceedance Table

.	0%	1%	2%	3%	4%	5%	6%	%7	%8	%9
0%:		70.8	70.1	69.2	68.4	67.9	67.5	67.3	67.1	67.0
10%:	66.9	66.8	66.7	66.7	66.6	66.6	66.5	66.4	66.4	66.3
20%:	66.3	66.2	66.2	66.1	66.1	66.0	66.0	65.9	65.9	65.8
30%:	65.8	65.8	65.7	65.7	65.6	65.6	65.6	65.5	65.5	65.4
40%:	65.4	65.4	65.3	65.3	65.3	65.2	65.2	65.2	65.1	65.1
50%:	65.1	65.1	65.0	65.0	65.0	64.9	64.9	64.9	64.9	64.8
60%:	64.8	64.8	64.8	64.7	64.7	64.7	64.6	64.6	64.6	64.5
70%:	64.5	64.5	64.4	64.4	64.4	64.4	64.3	64.3	64.3	64.2
80%:	64.2	64.2	64.1	64.1	64.1	64.0	64.0	63.9	63.9	63.9
90%:	63.8	63.8	63.7	63.7	63.6	63.6	63.5	63.3	63.1	62.7
100%:	62.3									

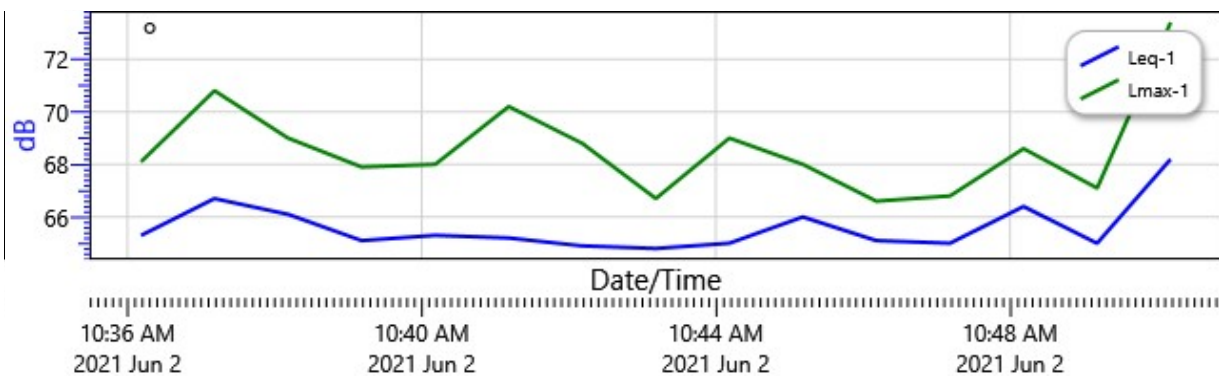
Exceedance Chart

S019_BIJ050019_02062021_122423: Exceedance Chart



Logged Data Chart

S019_BIJ050019_02062021_122423: Logged Data Chart



#3

6/2/2021

Information Panel

Name	S020_BIJ050019_02062021_122423
Start Time	6/2/2021 10:59:27 AM
Stop Time	6/2/2021 11:14:27 AM
Device Name	BIJ050019
Model Type	SoundPro DL
Device Firmware Rev	R.13H
Comments	

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	63.7 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF
Exchange Rate	2	5 dB	Weighting	2	C
Response	2	FAST			

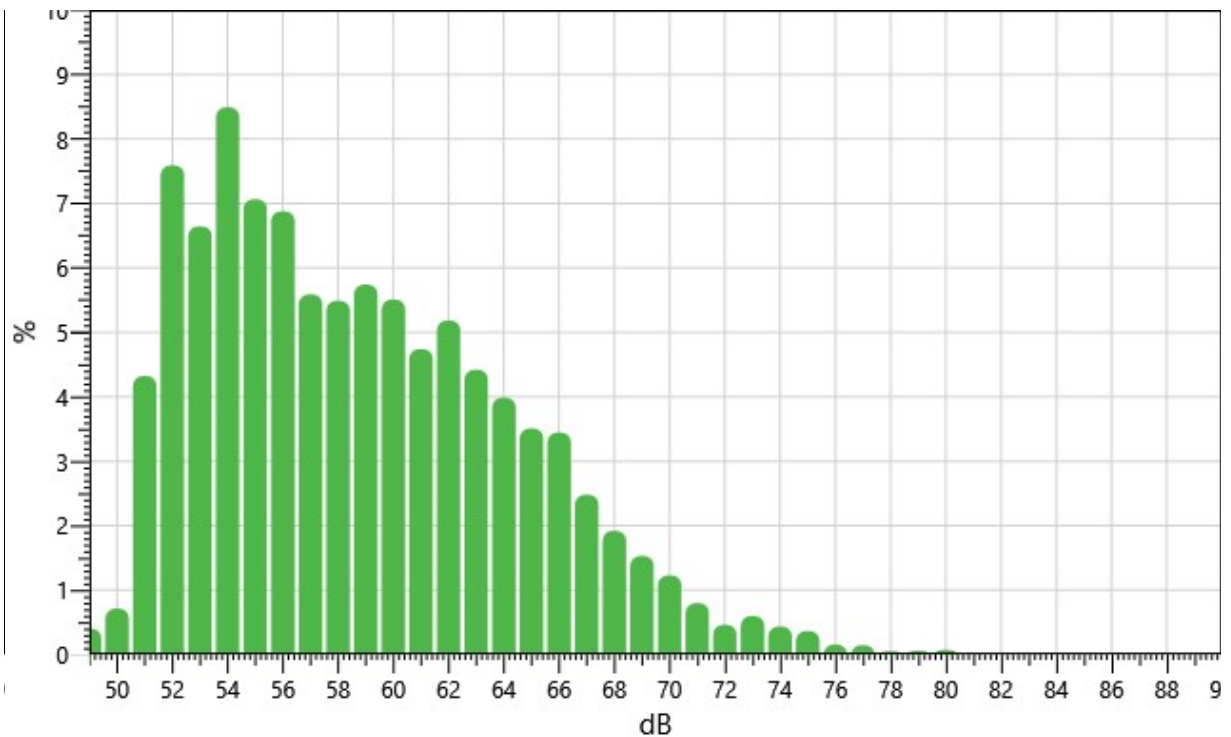
Statistics Table

dB:	0.0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	%
49:	0.00	0.00	0.00	0.00	0.00	0.00	0.09	0.17	0.02	0.13	0.40
50:	0.14	0.09	0.11	0.09	0.05	0.02	0.03	0.13	0.03	0.03	0.71
51:	0.22	0.35	0.18	0.24	0.35	0.52	0.36	0.59	0.84	0.67	4.32
52:	0.64	0.62	0.58	0.40	0.85	1.01	0.91	0.85	0.84	0.89	7.59
53:	0.84	0.59	0.52	0.60	0.79	0.55	0.66	0.63	0.73	0.73	6.64
54:	0.81	0.90	0.91	0.86	0.92	0.88	0.90	0.73	0.81	0.78	8.49
55:	0.78	0.82	0.90	0.48	0.51	0.55	0.64	0.82	0.82	0.76	7.06
56:	0.94	0.78	0.74	0.76	0.58	0.67	0.62	0.59	0.57	0.63	6.88
57:	0.58	0.48	0.52	0.51	0.63	0.64	0.56	0.63	0.57	0.48	5.59
58:	0.52	0.52	0.53	0.44	0.55	0.59	0.66	0.56	0.54	0.58	5.49
59:	0.81	0.77	0.63	0.51	0.49	0.46	0.49	0.52	0.55	0.51	5.74
60:	0.64	0.64	0.57	0.51	0.58	0.50	0.46	0.53	0.51	0.56	5.51
61:	0.48	0.48	0.47	0.38	0.51	0.51	0.50	0.45	0.43	0.52	4.74
62:	0.52	0.52	0.50	0.51	0.61	0.53	0.66	0.48	0.44	0.42	5.18

63:	0.37	0.43	0.48	0.43	0.43	0.40	0.47	0.48	0.48	0.45	4.42
64:	0.47	0.50	0.39	0.25	0.37	0.36	0.38	0.44	0.47	0.36	3.98
65:	0.36	0.35	0.36	0.43	0.31	0.35	0.32	0.34	0.37	0.31	3.51
66:	0.33	0.35	0.37	0.38	0.37	0.36	0.33	0.27	0.39	0.29	3.44
67:	0.27	0.30	0.27	0.18	0.21	0.26	0.23	0.30	0.24	0.23	2.48
68:	0.24	0.25	0.26	0.27	0.23	0.12	0.15	0.13	0.15	0.12	1.92
69:	0.12	0.12	0.17	0.15	0.13	0.12	0.11	0.17	0.23	0.21	1.53
70:	0.14	0.22	0.15	0.09	0.09	0.13	0.09	0.09	0.11	0.12	1.23
71:	0.10	0.10	0.10	0.08	0.10	0.13	0.07	0.05	0.03	0.04	0.80
72:	0.04	0.05	0.03	0.07	0.07	0.04	0.04	0.04	0.04	0.04	0.46
73:	0.05	0.08	0.05	0.06	0.06	0.06	0.07	0.05	0.06	0.06	0.60
74:	0.07	0.07	0.03	0.07	0.05	0.04	0.03	0.03	0.03	0.03	0.43
75:	0.05	0.04	0.04	0.04	0.06	0.04	0.05	0.01	0.01	0.02	0.36
76:	0.02	0.01	0.02	0.01	0.02	0.02	0.02	0.02	0.01	0.01	0.15
77:	0.02	0.01	0.01	0.01	0.01	0.01	0.01	0.03	0.02	0.02	0.15
78:	0.01	0.01	0.01	0.00	0.00	0.00	0.01	0.00	0.01	0.01	0.05
79:	0.00	0.01	0.01	0.01	0.01	0.00	0.01	0.01	0.00	0.01	0.06
80:	0.00	0.00	0.00	0.01	0.01	0.01	0.03	0.01	0.00	0.00	0.07

Statistics Chart

S020_BIU050019_02062021_122423: Statistics Chart

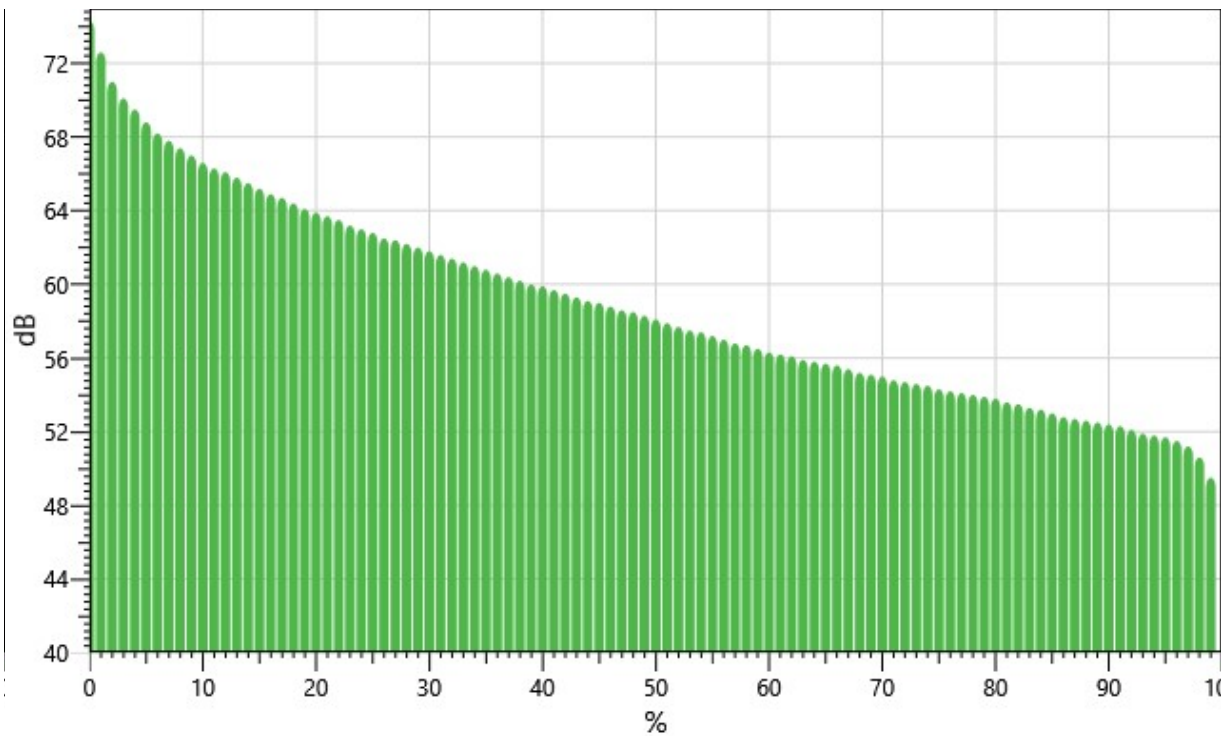


Exceedance Table

.	0%	1%	2%	3%	4%	5%	6%	%7	%8	%9
0%:		74.3	72.6	71.0	70.1	69.5	68.8	68.2	67.8	67.4
10%:	67.0	66.6	66.3	66.1	65.8	65.5	65.2	64.9	64.7	64.4
20%:	64.1	63.9	63.7	63.5	63.2	63.0	62.8	62.5	62.4	62.2
30%:	62.0	61.8	61.6	61.4	61.2	61.0	60.8	60.6	60.4	60.2
40%:	60.0	59.9	59.7	59.5	59.3	59.1	59.0	58.8	58.6	58.5
50%:	58.3	58.1	57.9	57.7	57.5	57.4	57.2	57.0	56.8	56.7
60%:	56.5	56.3	56.2	56.1	55.9	55.8	55.7	55.6	55.4	55.2
70%:	55.1	55.0	54.8	54.7	54.6	54.5	54.3	54.2	54.1	54.0
80%:	53.9	53.8	53.6	53.5	53.3	53.2	53.0	52.8	52.7	52.6
90%:	52.5	52.4	52.3	52.1	51.9	51.8	51.7	51.5	51.2	50.6
100%:	49.5									

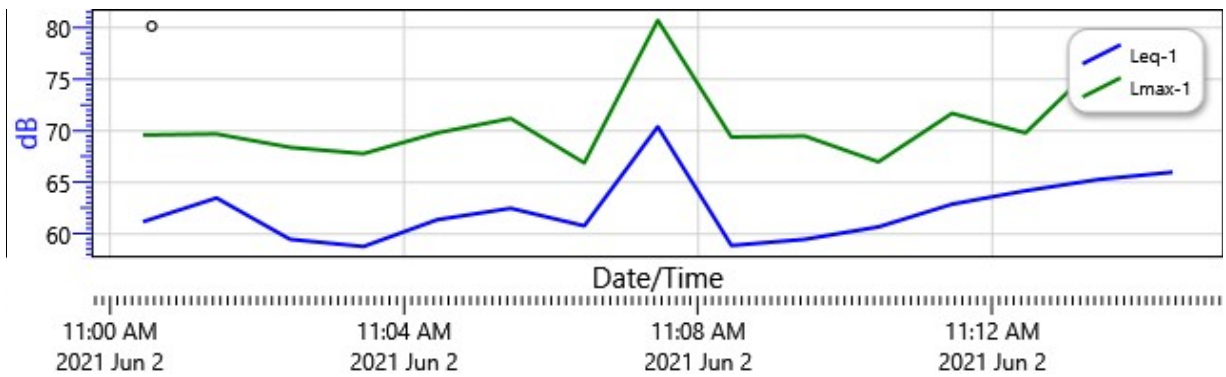
Exceedance Chart

S020_BIU050019_02062021_122423: Exceedance Chart



Logged Data Chart

S020_BIJ050019_02062021_122423: Logged Data Chart



#4

6/2/2021

Information Panel

Name	S021_BIJ050019_02062021_122424
Start Time	6/2/2021 11:21:10 AM
Stop Time	6/2/2021 11:36:10 AM
Device Name	BIJ050019
Model Type	SoundPro DL
Device Firmware Rev	R.13H
Comments	

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	67.1 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF
Exchange Rate	2	5 dB	Weighting	2	C
Response	2	FAST			

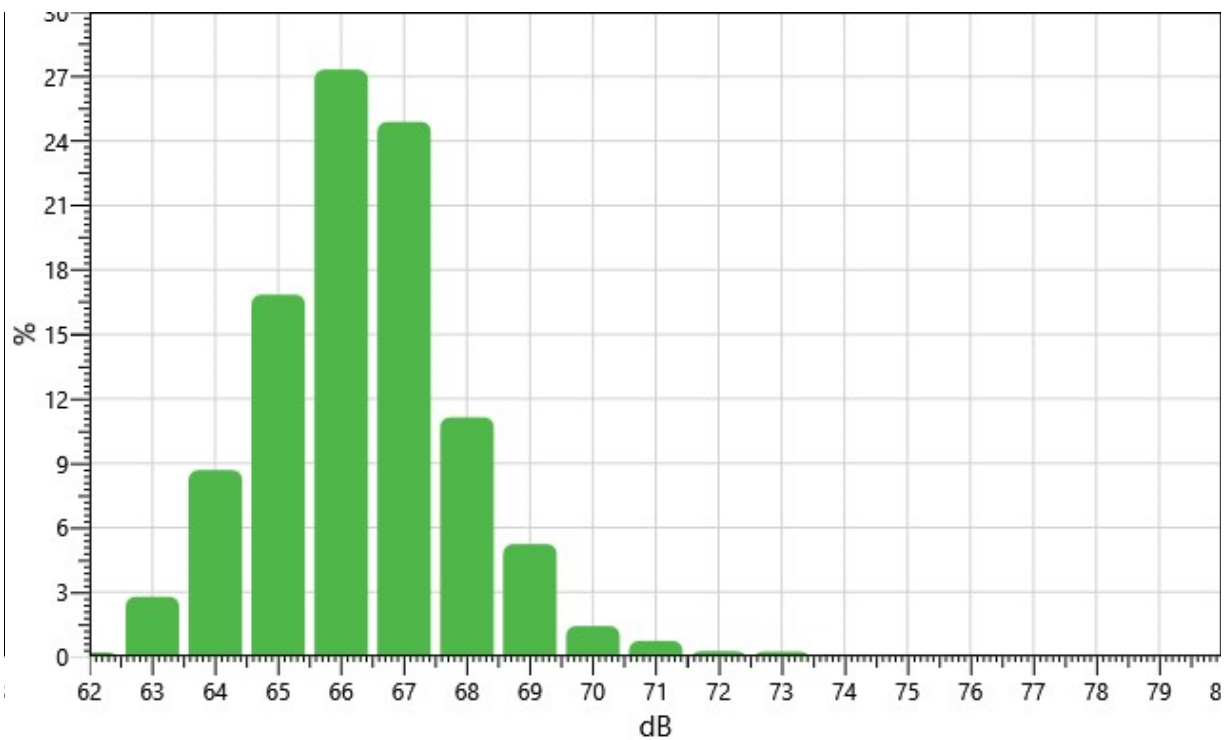
Statistics Table

dB:	0.0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	%
62:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.20	0.20
63:	0.15	0.17	0.18	0.14	0.16	0.11	0.32	0.36	0.44	0.77	2.79
64:	0.67	0.77	0.91	0.73	0.90	0.86	0.87	0.96	0.93	1.07	8.68
65:	0.92	1.07	1.12	1.50	1.75	2.04	1.97	1.99	2.15	2.34	16.85
66:	2.30	2.34	2.12	2.65	2.73	2.77	2.95	3.24	3.22	3.02	27.32
67:	3.57	3.45	3.44	2.38	2.82	2.20	1.90	1.76	1.72	1.65	24.89
68:	1.49	1.20	1.13	1.18	1.45	1.26	0.96	0.93	0.79	0.74	11.14
69:	0.75	0.69	0.65	0.56	0.67	0.47	0.37	0.33	0.40	0.34	5.24
70:	0.26	0.24	0.19	0.11	0.12	0.14	0.07	0.10	0.08	0.10	1.42
71:	0.14	0.15	0.08	0.09	0.11	0.05	0.03	0.03	0.04	0.01	0.73
72:	0.01	0.01	0.01	0.02	0.01	0.02	0.01	0.03	0.07	0.06	0.25
73:	0.02	0.02	0.05	0.06	0.04	0.02	0.01	0.01	0.01	0.01	0.23
74:	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.08
75:	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.07

76: 0.01 0.01 0.01 0.01 0.01 0.01 0.01 0.01 0.02 0.01 0.10

Statistics Chart

S021_BIJ050019_02062021_122424: Statistics Chart

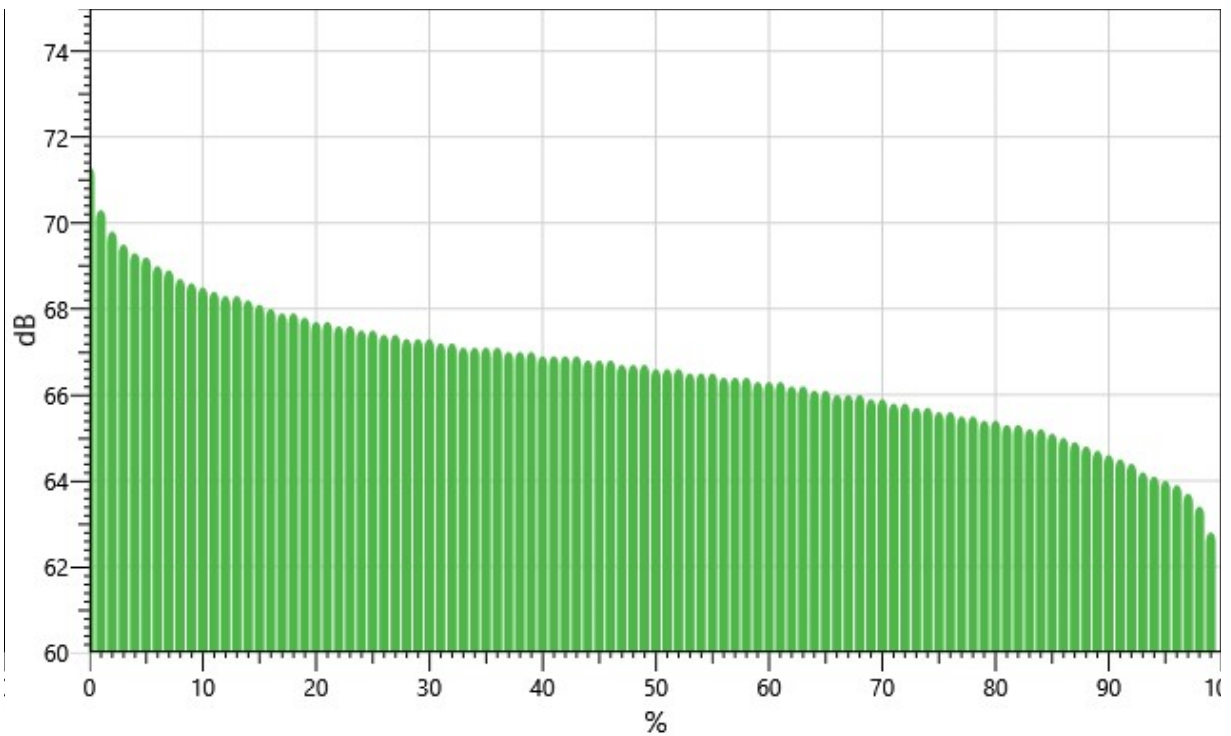


Exceedance Table

	0%	1%	2%	3%	4%	5%	6%	7%	8%	9%
0%:		71.3	70.3	69.8	69.5	69.3	69.2	69.0	68.9	68.7
10%:	68.6	68.5	68.4	68.3	68.3	68.2	68.1	68.0	67.9	67.9
20%:	67.8	67.7	67.7	67.6	67.6	67.5	67.5	67.4	67.4	67.3
30%:	67.3	67.3	67.2	67.2	67.1	67.1	67.1	67.1	67.0	67.0
40%:	67.0	66.9	66.9	66.9	66.9	66.8	66.8	66.8	66.7	66.7
50%:	66.7	66.6	66.6	66.6	66.5	66.5	66.5	66.4	66.4	66.4
60%:	66.3	66.3	66.3	66.2	66.2	66.1	66.1	66.0	66.0	66.0
70%:	65.9	65.9	65.8	65.8	65.7	65.7	65.6	65.6	65.5	65.5
80%:	65.4	65.4	65.3	65.3	65.2	65.2	65.1	65.0	64.9	64.8
90%:	64.7	64.6	64.5	64.4	64.2	64.1	64.0	63.9	63.7	63.4
100%:	62.8									

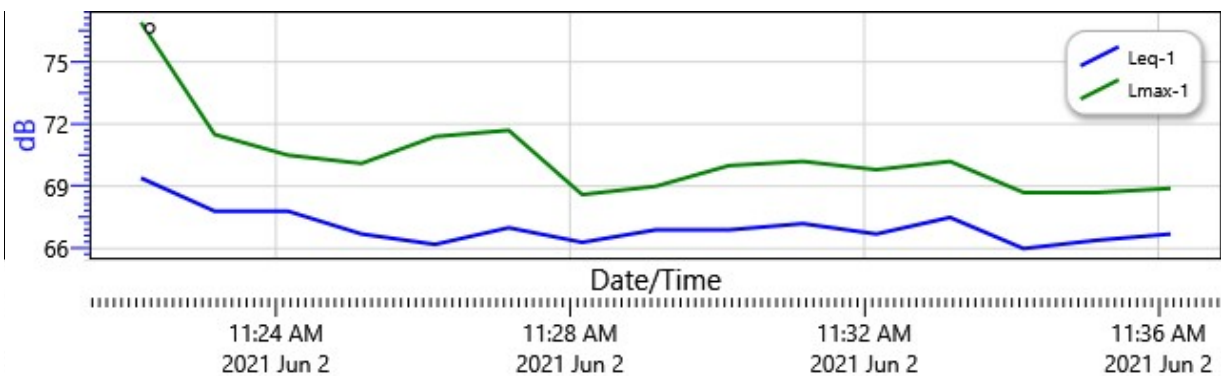
Exceedance Chart

S021_BIJ050019_02062021_122424: Exceedance Chart



Logged Data Chart

S021_BIJ050019_02062021_122424: Logged Data Chart





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CONSTRUCTION NOISE CALCULATIONS

Noise emissions of industry sources

Source name	Size m/m²	Reference	Level		Corrections		
			Day dB(A)	Night dB(A)	Cwall dB	CI dB	CT dB
Construction Site	1918 m²	Lw/unit	109.7	-	-	-	-

Receiver list

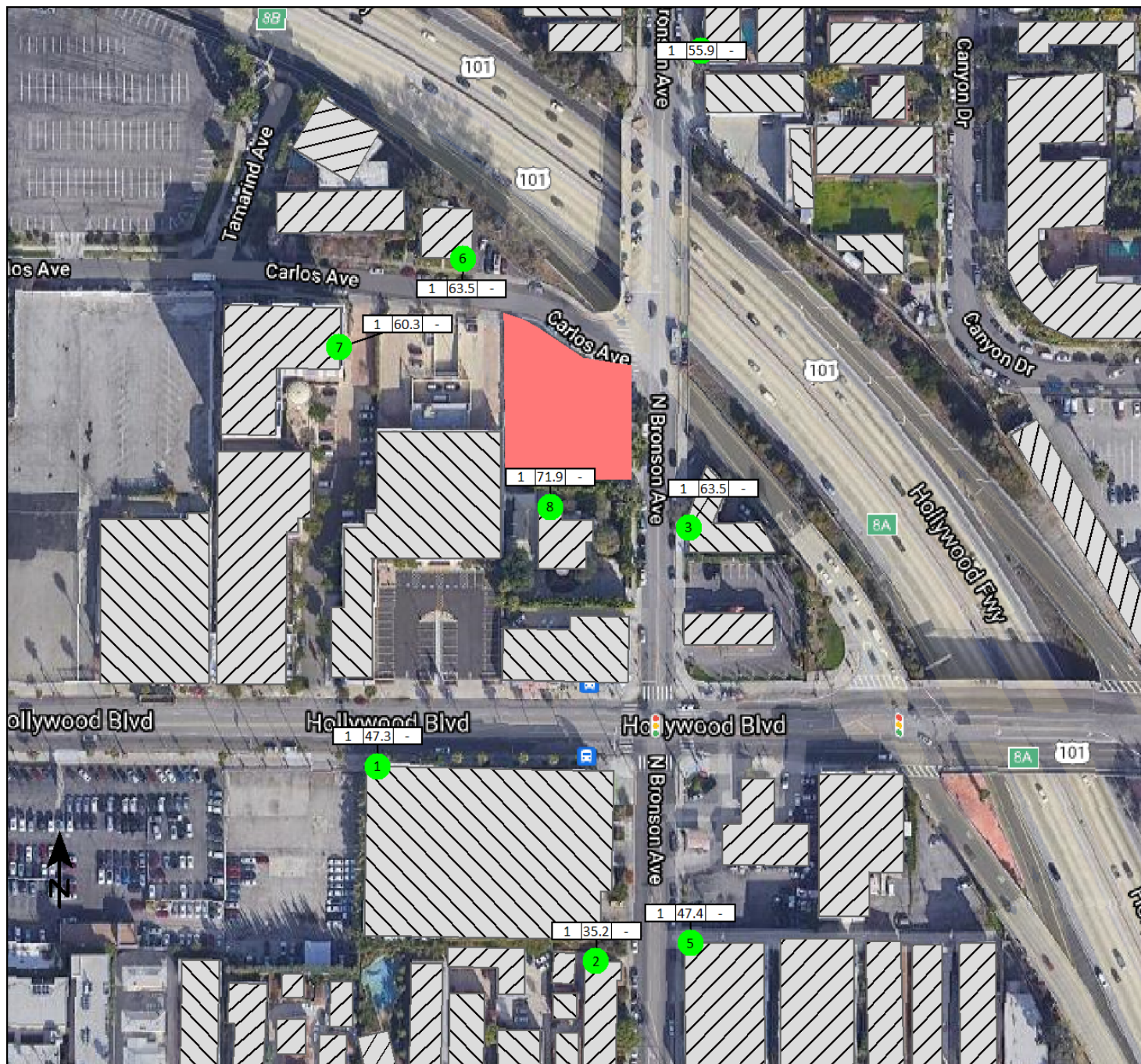
No.	Receiver name	Coordinates		Building side	Floor	Height abv.grd. m	Limit		Level		Conflict	
		X	Y				Day	Night	Day	Night	Day	Night
		in meter					dB(A)		dB(A)		dB	
1	Banana Bungalow Hollywood	11378333.6	3774201.06	North	GF	122.24	-	-	47.3	0.0	-	-
2	Residences - 1661-1673 Bron	11378406.3	3774136.24	North	GF	120.90	-	-	35.2	0.0	-	-
3	Residences - 1720 Bronson A	11378437.3	3774280.39	West	GF	124.61	-	-	63.5	0.0	-	-
4	Residences - 1834 Bronson A	11378441.4	3774438.90	West	GF	129.62	-	-	55.9	0.0	-	-
5	Residences - 5855 Carlton W	11378437.8	3774142.22	North	GF	120.76	-	-	47.4	0.0	-	-
6	Residences - 5919 Carlos Av	11378362.1	3774369.75	South	GF	127.21	-	-	63.5	0.0	-	-
7	Residences - 5940 Carlos Av	11378321.1	3774340.28	East	GF	126.01	-	-	60.3	0.0	-	-
8	The Lombardi House	11378391.2	3774287.23	North	GF	125.31	-	-	71.9	0.0	-	-

Contribution levels of the receivers

Source name		Level	
		Day	Night
		dB(A)	
Banana Bungalow Hollywood Hotel	GF	47.3	0.0
Construction Site		47.3	-
Residences - 1661-1673 Bronson Avenue	GF	35.2	0.0
Construction Site		35.2	-
Residences - 1720 Bronson Avenue	GF	63.5	0.0
Construction Site		63.5	-
Residences - 1834 Bronson Avenue	GF	55.9	0.0
Construction Site		55.9	-
Residences - 5855 Carlton Way	GF	47.4	0.0
Construction Site		47.4	-
Residences - 5919 Carlos Avenue	GF	63.5	0.0
Construction Site		63.5	-
Residences - 5940 Carlos Avenue	GF	60.3	0.0
Construction Site		60.3	-
The Lombardi House	GF	71.9	0.0
Construction Site		71.9	-




Contribution levels of the receivers

Source name		Level	
		Day	Night
		dB(A)	
Banana Bungalow Hollywood Hotel	GF	47.7	0.0
Construction Site		47.3	-
Hollywood Central Park Construction Site		37.5	-
Residences - 1661-1673 Bronson Avenue	GF	37.9	0.0
Construction Site		35.2	-
Hollywood Central Park Construction Site		34.6	-
Residences - 1720 Bronson Avenue	GF	63.6	0.0
Construction Site		63.5	-
Hollywood Central Park Construction Site		47.2	-
Residences - 1834 Bronson Avenue	GF	57.2	0.0
Construction Site		55.9	-
Hollywood Central Park Construction Site		51.2	-
Residences - 5855 Carlton Way	GF	47.9	0.0
Construction Site		47.4	-
Hollywood Central Park Construction Site		38.3	-
Residences - 5919 Carlos Avenue	GF	63.6	0.0
Construction Site		63.5	-
Hollywood Central Park Construction Site		47.6	-
Residences - 5940 Carlos Avenue	GF	60.4	0.0
Construction Site		60.3	-
Hollywood Central Park Construction Site		43.8	-
The Lombardi House	GF	71.9	0.0
Construction Site		71.9	-
Hollywood Central Park Construction Site		48.0	-



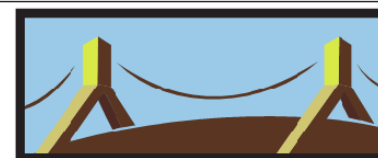
1717 Bronson Avenue

Signs and symbols

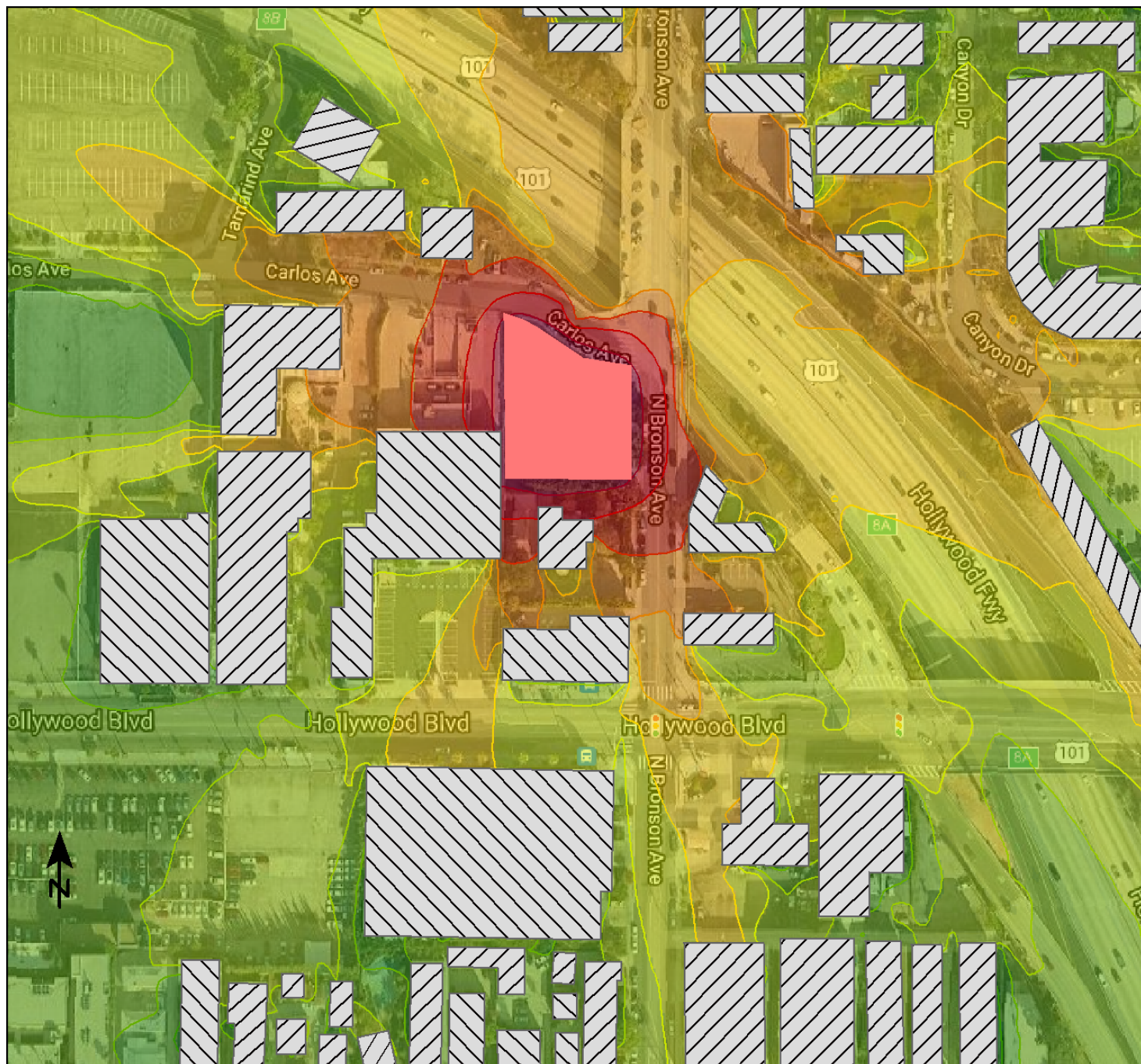
-  Building
-  Analyzed Sensitive Receptor
-  Area source

1 : 140

0 30 60 120 180 240 feet





DOUGLAS KIM + ASSOCIATES, LLC

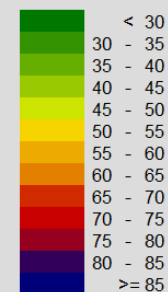


1717 Bronson Avenue

Signs and symbols

-  Building
-  Area source

Levels in dB(A)



1 : 140



DOUGLASKIM+ASSOCIATES,LLC

Construction Noise Impacts (without Mitigation)

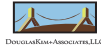


DOUGLAS KIM + ASS

Reference	15.24	meter
Sound Pressure Level (Lp)	75.0	dBA
Sound Power Level (Lw)	109.7	dB

Receptor	Existing Leq	Noise	New Leq	Difference Leq	Significant?
Banana Bungalow Hollywood Hostel	65.7	47.3	65.8	0.1	No
Residences - 1661-1673 Bronson Ave.	63.7	35.2	63.7	0.0	No
Residences -1720 Bronson Ave.	62.2	63.5	65.9	3.7	No
Hallmart Apartments - 1810 Bronson Ave.	65.7	55.9	66.1	0.4	No
Residences - 5855 Carlton Wy	63.7	47.4	63.8	0.1	No
Residences - 5919 Carlos Ave.	67.1	63.5	68.7	1.6	No
Hollywood Silvercrest Apartments - 5940 Carlos Ave.	67.1	60.3	67.9	0.8	No

OFF-SITE CONSTRUCTION-RELATED TRAVEL VOLUMES



Construction Phase	Worker Trips	Vendor Trips	Haul Trips	Total	% of Traffic Volumes
Demolition	10	0	9.0	19	1.0%
Grading	10	0	212.7	223	12.3%
Building Construction	115	60.0		175	9.7%
Architectural Coatings	23	0		23	1.3%
<i>Vendor and Haul trips represent heavy-duty truck trips with a 19.1 Passenger Car Equivalent applied</i>					



DOUGLASKIM+ASSOCIATES,LLC

OPERATIONS NOISE CALCULATIONS

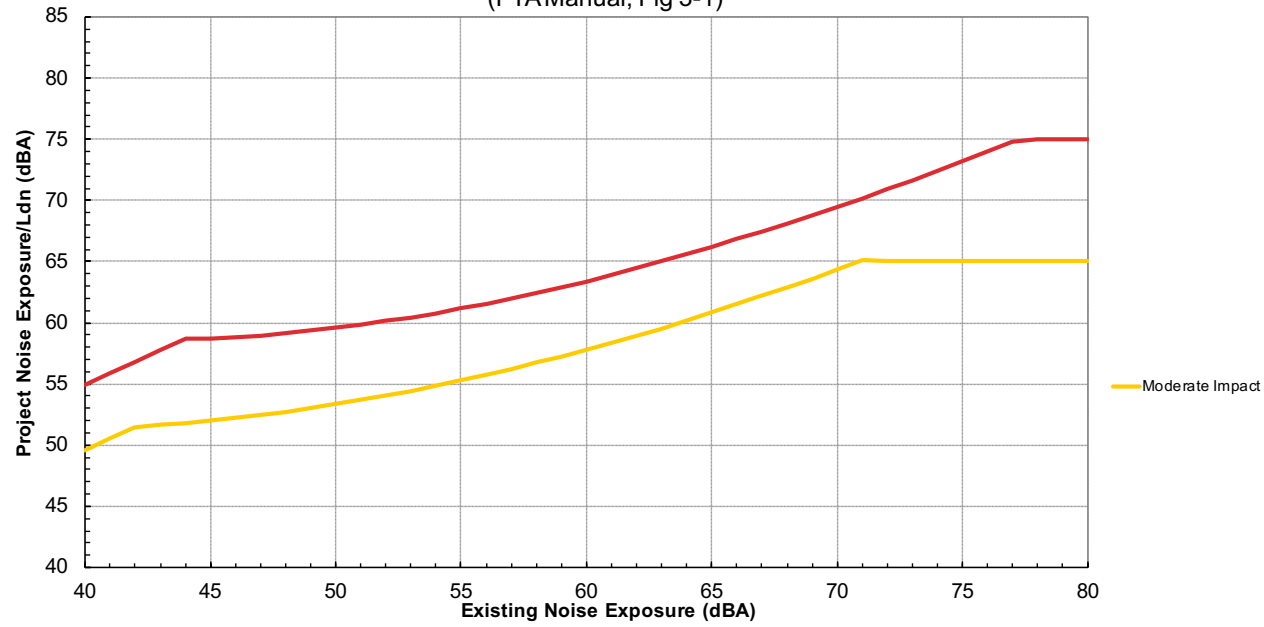
Number of Noise Sources: 1

Downloaded from <http://ajphaphysocpharm.sagepub.com/> at 11:51 11 November 2014

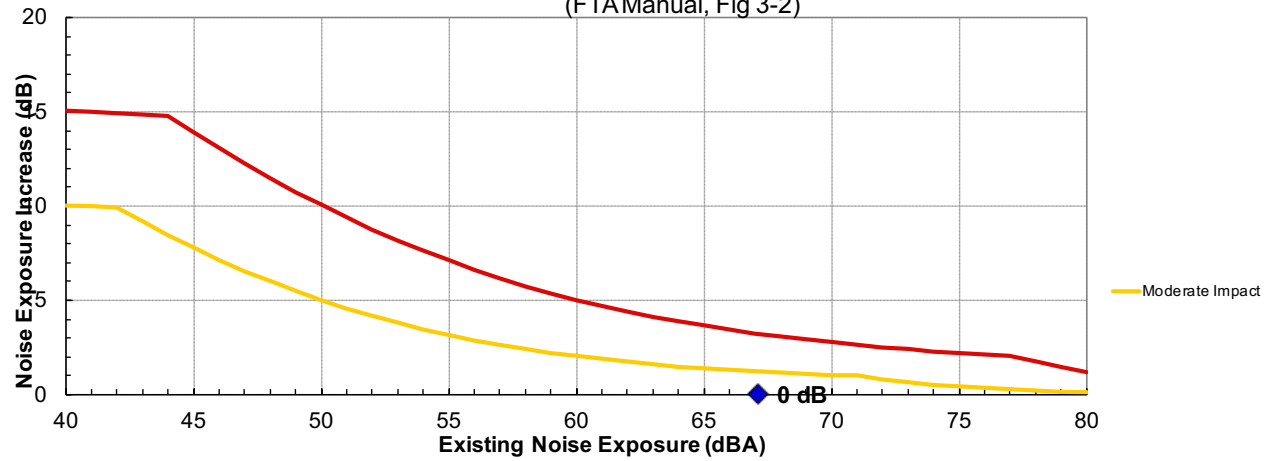
Project: 1725-1739 North Bronson Avenue
Receiver: Residences North Side of Carlos Avenue

Source	Distance	Project Ldn	Existing Ldn	Noise Criteria		Impact?
				Mod. Impact	Sev. Impact	
1 Parking Garage	100 ft	30.8 dBA	67 dBA	62 dBA	67 dBA	None
2 --	50 ft		67 dBA	62 dBA	67 dBA	
3 --	50 ft		67 dBA	62 dBA	67 dBA	
4 --	70 ft		67 dBA	62 dBA	67 dBA	
5 --	ft		67 dBA	62 dBA	67 dBA	
6 --	ft		67 dBA	62 dBA	67 dBA	
Combined Sources		31 dBA	67 dBA	62 dBA	67 dBA	None

Noise Impact Criteria
(FTAManual, Fig 3-1)



Increase in Cumulative Noise Levels Allowed
(FTAManual, Fig 3-2)



Project: 1725-1739 North Bronson Avenue

Receiver Parameters	
Receiver:	Residences East Side of Bronson Ave.
Land Use Category:	2. Residential
Existing Noise (Measured or Generic Value):	62 dBA

Noise Source Parameters	
Number of Noise Sources: 1	
Source 1	
Source Type: Stationary Source	
Specific Source: Parking Garage	
Daytime hrs	Avg. Number of Autos/hr: 22
Nighttime hrs	Avg. Number of Autos/hr: 8
Distance	Distance from Source to Receiver (ft): 90
Adjustments	Number of Intervening Rows of Buildings: 0
	Noise Barrier?: No

	Noise Barrier?: No
	Joint Track/Crossover?: No
	Embedded Track?: No
	Aerial Structure?: No

	Noise Barrier?: No
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	Noise Barrier?: No
--	--------------------

	Noise Barrier?: No
--	--------------------

	Noise Barrier?: No
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Project Results Summary

Existing Ldn:	62 dBA
Total Project Ldn:	62 dBA
Leq Noise Exposure:	62 dBA
Increase:	0 dB
Impact:	None

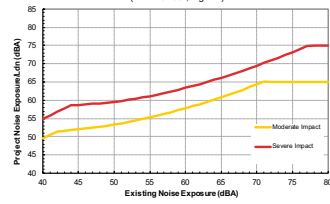
Distance to Impact Contours

Dist to Mod. Impact Contour:	(Source 1): 11 ft
Dist to Sev. Impact Contour:	(Source 1): 7 ft

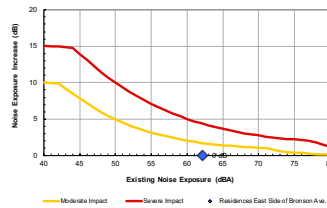
Source 1 Results

Leq(day):	33.4 dBA
Leq(night):	29.0 dBA
Ldn:	36.4 dBA

Noise Impact Criteria
(FTA Manual, Fig 4-2)



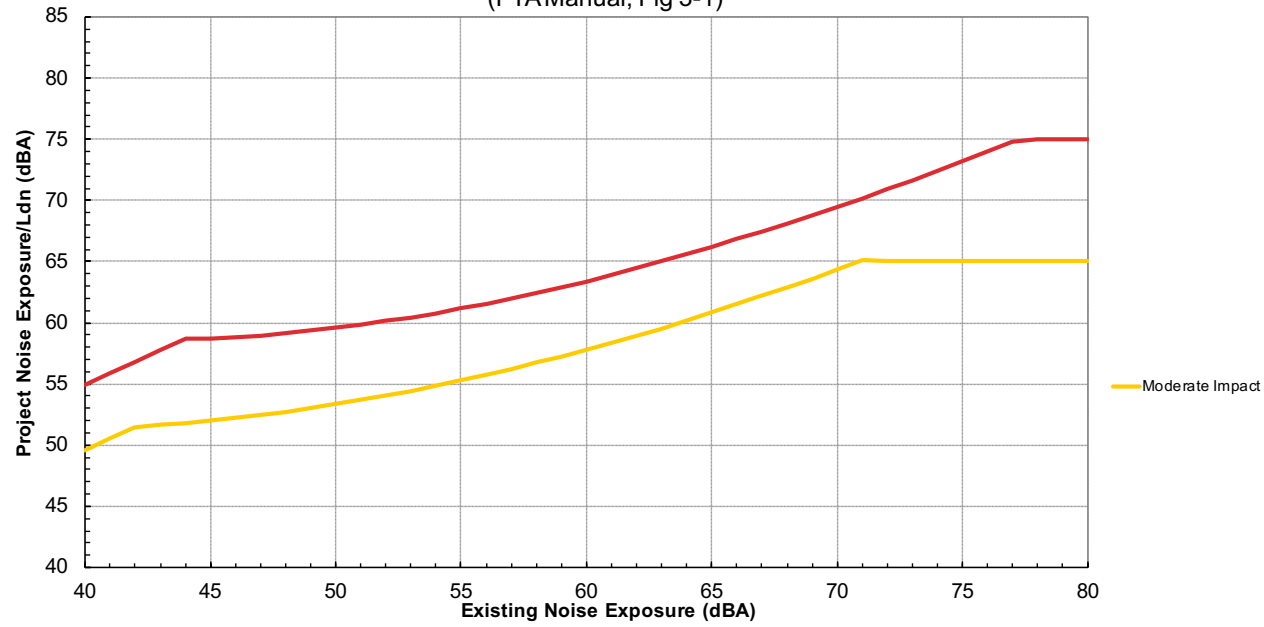
Increase in Cumulative Noise Levels Allowed
(FTA Manual, Figs 4-3 and 4-4)



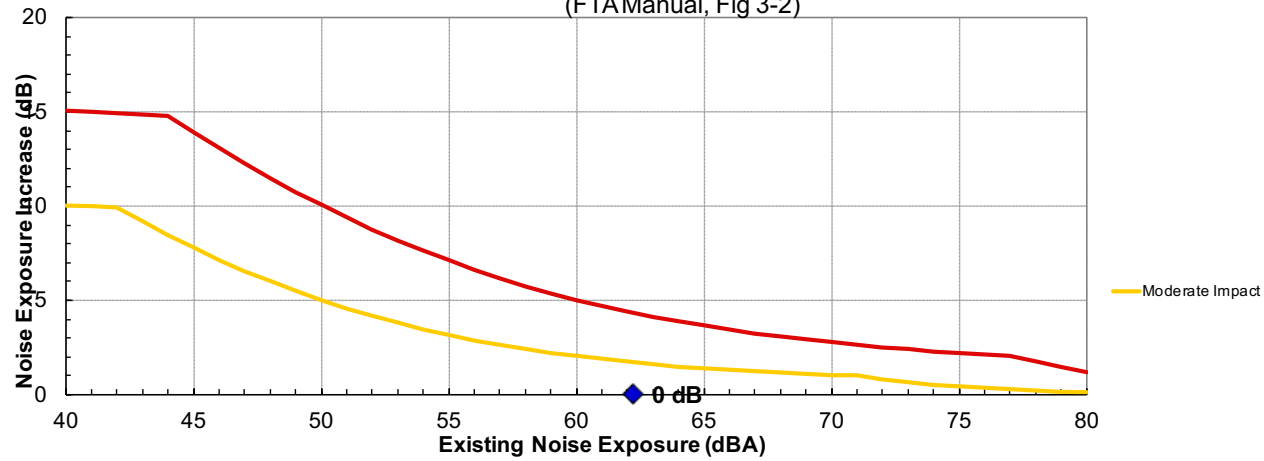
Project: 1725-1739 North Bronson Avenue
Receiver: Residences East Side of Bronson Ave.

Source	Distance	Project Ldn	Existing Ldn	Noise Criteria		Impact?
				Mod. Impact	Sev. Impact	
1 Parking Garage	90 ft	36.4 dBA	62 dBA	59 dBA	64 dBA	None
2 --	50 ft		62 dBA	59 dBA	64 dBA	
3 --	50 ft		62 dBA	59 dBA	64 dBA	
4 --	70 ft		62 dBA	59 dBA	64 dBA	
5 --	ft		62 dBA	59 dBA	64 dBA	
6 --	ft		62 dBA	59 dBA	64 dBA	
Combined Sources		36 dBA	62 dBA	59 dBA	64 dBA	None

Noise Impact Criteria
(FTAManual, Fig 3-1)



Increase in Cumulative Noise Levels Allowed
(FTAManual, Fig 3-2)



Hourly Distribution of Entering and Exiting Vehicle Trips by Land Use

Source: ITE Trip Generation Manual , 10th Edition

Land Use Code	221					
Setting	Multifamily Housing (Mid-Rise)					
Time Period	General Urban/Suburban		Dense Multi-Use Urban		Center City Core	
Trip Type	Weekday		Weekday		Weekday	
# Data Sites	Vehicle		Vehicle		Vehicle	
	8		4		3	
	% of 24-Hour Traffic		% of 24-Hour Traffic		% of 24-Hour Traffic	
Time	Entering	Exiting	Entering	Exiting	Entering	Exiting
12-1 AM	0.7	0.3	0.8	0.2	2.6	0
1-2 AM	0.3	0.2	1.3	0.1	0.4	0
2-3 AM	0.2	0.2	0.8	0.3	0.9	0.9
3-4 AM	0.4	0.3	0.6	0.3	0.4	0
4-5 AM	0.3	0.8	0.6	0.0	0.4	1.8
5-6 AM	0.6	2.7	2.3	1.6	0.4	3.1
6-7 AM	1.5	6.5	4.1	4.1	1.8	8.0
7-8 AM	2.8	12.1	4.2	17.7	5.3	12.0
8-9 AM	3.5	8.8	5.1	9.2	4.8	10.2
9-10 AM	2.9	5.7	2.5	5.6	5.7	4.9
10-11 AM	2.7	4.7	4.4	3.8	2.2	4.9
11-12 PM	4.5	4.5	3.1	5.7	3.9	2.7
12-1 PM	4.8	4.6	4.7	5.2	4.4	2.7
1-2 PM	4.1	4.8	5.3	3.7	3.9	6.7
2-3 PM	5.8	5.0	5.9	3.3	3.9	4.9
3-4 PM	6.7	4.9	6.2	4.4	6.1	4.0
4-5 PM	10.6	6.2	10.0	4.7	4.8	5.8
5-6 PM	12.6	7.7	8.7	4.1	8.3	7.6
6-7 PM	9.3	6.6	6.7	8.6	8.8	4.0
7-8 PM	7.8	4.8	6.7	4.4	7.9	4.4
8-9 PM	7.0	3.3	5.1	4.3	7.0	2.2
9-10 PM	5.5	2.2	4.6	3.1	5.3	4.9
10-11 PM	3.6	1.9	4.4	2.8	7.0	3.1
11-12 AM	2.0	1.1	1.9	2.8	3.5	1.3

	Hourly Trips			Average Daytime	Average Nighttime
12-1 AM	1.0	0.5	2		2
1-2 AM	0.5	0.25	1		1
2-3 AM	0.4	0.2	1		1
3-4 AM	0.7	0.35	2		2
4-5 AM	1.1	0.55	3		3
5-6 AM	3.3	1.65	8		8
6-7 AM	8.0	4	20		20
7-8 AM	14.9	7.45	37	37	
8-9 AM	12.3	6.15	30	30	
9-10 AM	8.6	4.3	21	21	
10-11 AM	7.4	3.7	18	18	
11-12 PM	9.0	4.5	22	22	
12-1 PM	9.4	4.7	23	23	
1-2 PM	8.9	4.45	22	22	
2-3 PM	10.8	5.4	27	27	
3-4 PM	11.6	5.8	28	28	
4-5 PM	16.8	8.4	41	41	
5-6 PM	20.3	10.15	50	50	
6-7 PM	15.9	7.95	39	39	
7-8 PM	12.6	6.3	31		31
8-9 PM	10.3	5.15	25		25
9-10 PM	7.7	3.85	19		19
10-11 PM	5.5	2.75	14		14
11-12 AM	3.1	1.55	8		8
ADT			491	30	11

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Bronson Ave & Hollywood Blvd
City: Hollywood
Control: Signalized

Project ID: 18-05272-036
Date: 5/15/2018

Total

NS/EW Streets:	N Bronson Ave				N Bronson Ave				Hollywood Blvd				Hollywood Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	1 EL	2 ET	0 ER	0 EU	1 WL	2 WT	0 WR	0 WU	
7:00 AM	3	13	19	0	18	14	20	0	5	60	5	0	12	192	10	0	371
7:15 AM	5	20	30	0	15	23	15	0	5	73	1	0	22	216	10	0	435
7:30 AM	9	23	30	0	15	21	25	0	6	102	2	0	29	231	14	0	507
7:45 AM	8	40	23	0	13	53	22	0	11	83	4	0	47	239	20	0	563
8:00 AM	9	35	30	0	28	69	32	0	17	120	9	0	42	244	11	1	647
8:15 AM	15	42	43	0	16	62	42	0	8	117	10	0	47	242	14	0	658
8:30 AM	8	42	31	0	16	58	32	0	16	123	8	1	31	242	16	0	624
8:45 AM	7	39	35	0	21	58	41	0	16	103	10	0	43	241	25	0	639
9:00 AM	10	27	46	0	35	54	21	0	21	101	11	0	39	206	19	0	590
9:15 AM	4	31	43	0	31	38	18	0	11	122	9	0	30	211	12	0	560
9:30 AM	11	38	42	0	31	56	25	0	10	87	14	0	39	196	15	0	564
9:45 AM	9	48	36	0	30	47	26	0	10	117	12	0	30	195	21	0	581
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	98	398	408	0	269	553	319	0	136	1208	95	1	411	2655	187	1	6739
	10.84%	44.03%	45.13%	0.00%	23.58%	48.47%	27.96%	0.00%	9.44%	83.89%	6.60%	0.07%	12.63%	81.59%	5.75%	0.03%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	39	158	139	0	81	247	147	0	57	463	37	1	163	969	66	1	2568
PEAK HR FACTOR :	0.650	0.940	0.808	0.000	0.723	0.895	0.875	0.000	0.838	0.941	0.925	0.250	0.867	0.993	0.660	0.250	0.976
	0.840				0.921				0.943				0.970				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	1 EL	2 ET	0 ER	0 EU	1 WL	2 WT	0 WR	0 WU	
4:00 PM	24	60	43	0	15	34	13	0	37	138	26	0	23	166	19	0	598
4:15 PM	12	72	35	0	17	46	19	0	25	183	19	0	27	162	24	0	641
4:30 PM	14	71	31	0	19	55	15	0	18	173	16	1	12	168	22	0	615
4:45 PM	17	69	36	0	19	44	10	0	40	160	20	0	13	186	18	0	632
5:00 PM	23	95	48	0	21	39	10	0	41	191	12	0	20	160	20	0	680
5:15 PM	19	73	36	0	20	33	14	0	34	193	13	1	19	209	26	0	690
5:30 PM	9	70	43	0	17	52	23	0	26	214	14	0	21	209	31	0	729
5:45 PM	17	84	46	0	9	41	36	0	35	203	15	0	20	182	16	0	704
6:00 PM	20	67	42	0	18	60	17	0	35	152	18	0	26	200	24	0	679
6:15 PM	20	75	46	0	30	46	14	0	25	163	13	0	24	215	27	0	698
6:30 PM	10	83	36	0	15	43	12	0	32	197	18	0	23	200	18	0	687
6:45 PM	12	70	44	0	22	45	17	0	25	187	13	0	26	203	17	0	681
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	197	889	486	0	222	538	200	0	373	2154	197	2	254	2260	262	0	8034
	12.53%	56.55%	30.92%	0.00%	23.13%	56.04%	20.83%	0.00%	13.68%	79.02%	7.23%	0.07%	9.15%	81.41%	9.44%	0.00%	
PEAK HR :	05:30 PM - 06:30 PM																TOTAL
PEAK HR VOL :	66	296	177	0	74	199	90	0	121	732	60	0	91	806	98	0	2810
PEAK HR FACTOR :	0.825	0.881	0.962	0.000	0.617	0.829	0.625	0.000	0.864	0.855	0.833	0.000	0.875	0.937	0.790	0.000	0.964
	0.917				0.955				0.899				0.935				

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Bronson Ave & Hollywood Blvd
City: Hollywood
Control: Signalized

Project ID: 18-05272-036
Date: 5/15/2018

Bikes

NS/EW Streets:	N Bronson Ave				N Bronson Ave				Hollywood Blvd				Hollywood Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	1 EL	2 ET	0 ER	0 EU	1 WL	2 WT	0 WR	0 WU	
7:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	0	3
7:45 AM	0	1	0	0	0	1	0	0	0	1	0	0	0	1	1	0	5
8:00 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	4	1	0	7
8:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	3	0	0	4
8:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
8:45 AM	0	0	0	0	1	1	0	0	0	2	0	0	1	3	0	0	8
9:00 AM	0	0	0	0	0	1	1	0	0	1	0	0	0	2	0	0	5
9:15 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0	4
9:30 AM	0	0	0	0	2	0	0	0	1	0	0	0	0	4	0	0	7
9:45 AM	0	0	0	0	0	1	0	0	0	2	0	0	0	1	0	0	4
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	2	0	0	3	10	1	0	1	9	0	0	2	23	2	0	53
	0.00%	100.00%	0.00%	0.00%	21.43%	71.43%	7.14%	0.00%	10.00%	90.00%	0.00%	0.00%	7.41%	85.19%	7.41%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM				1	3	0	0	0	3	0	0	1	11	1	0	TOTAL
PEAK HR VOL :	0	1	0	0	1	3	0	0	0	3	0	0	1	11	1	0	21
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.250	0.750	0.000	0.000	0.000	0.375	0.000	0.000	0.250	0.688	0.250	0.000	0.656
							0.500				0.375				0.650		

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	1 EL	2 ET	0 ER	0 EU	1 WL	2 WT	0 WR	0 WU	
4:00 PM	0	0	0	0	0	0	0	0	1	5	0	0	0	0	0	0	6
4:15 PM	0	0	0	0	0	0	0	0	1	2	0	0	0	1	0	0	4
4:30 PM	0	0	0	0	0	2	0	0	1	2	1	0	0	1	0	1	8
4:45 PM	1	0	0	0	0	2	0	0	0	1	0	0	0	7	0	0	11
5:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
5:15 PM	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	5
5:30 PM	0	4	0	0	0	2	0	0	0	2	0	0	0	6	0	0	14
5:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	3	0	0	4
6:00 PM	0	1	0	0	0	0	0	0	0	3	0	0	0	1	0	0	5
6:15 PM	0	3	1	0	0	0	1	0	0	3	0	0	0	1	1	0	10
6:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	4	0	0	5
6:45 PM	0	0	0	0	0	1	0	0	0	4	1	0	0	2	0	0	8
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	1	9	1	0	1	8	1	0	3	25	3	0	0	28	1	1	82
	9.09%	81.82%	9.09%	0.00%	10.00%	80.00%	10.00%	0.00%	9.68%	80.65%	9.68%	0.00%	0.00%	93.33%	3.33%	3.33%	
PEAK HR :	05:30 PM - 06:30 PM				1	2	1	0	0	8	0	0	0	11	1	0	TOTAL
PEAK HR VOL :	0	8	1	0	1	2	1	0	0	8	0	0	0	11	1	0	33
PEAK HR FACTOR :	0.00	0.500	0.250	0.000	0.250	0.250	0.250	0.000	0.000	0.667	0.000	0.000	0.000	0.458	0.250	0.000	0.589
							0.500				0.667				0.500		

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Bronson Ave & Hollywood Blvd
City: Hollywood

Project ID: 18-05272-036
Date: 5/15/2018

Pedestrians (Crosswalks)

NS/EW Streets:	N Bronson Ave		N Bronson Ave		Hollywood Blvd		Hollywood Blvd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	1	2	2	3	3	1	1	2	15
7:15 AM	3	1	2	2	1	3	0	2	14
7:30 AM	2	3	4	1	11	1	1	3	26
7:45 AM	2	3	8	2	1	3	5	4	28
8:00 AM	3	4	3	9	3	6	3	5	36
8:15 AM	4	5	4	6	2	4	1	3	29
8:30 AM	4	9	7	0	1	1	0	3	25
8:45 AM	5	5	5	10	3	9	3	3	43
9:00 AM	5	2	7	6	1	8	9	7	45
9:15 AM	7	8	1	4	7	7	1	3	38
9:30 AM	4	10	4	4	6	4	2	5	39
9:45 AM	10	4	10	14	0	12	4	6	60
TOTAL VOLUMES :	EB 50	WB 56	EB 57	WB 61	NB 39	SB 59	NB 30	SB 46	TOTAL 398
APPROACH %'s :	47.17%	52.83%	48.31%	51.69%	39.80%	60.20%	39.47%	60.53%	
PEAK HR :	08:00 AM - 09:00 AM								TOTAL
PEAK HR VOL :	16	23	19	25	9	20	7	14	133
PEAK HR FACTOR :	0.800	0.639	0.679	0.625	0.750	0.556	0.583	0.700	0.773
	0.750		0.733		0.604		0.656		

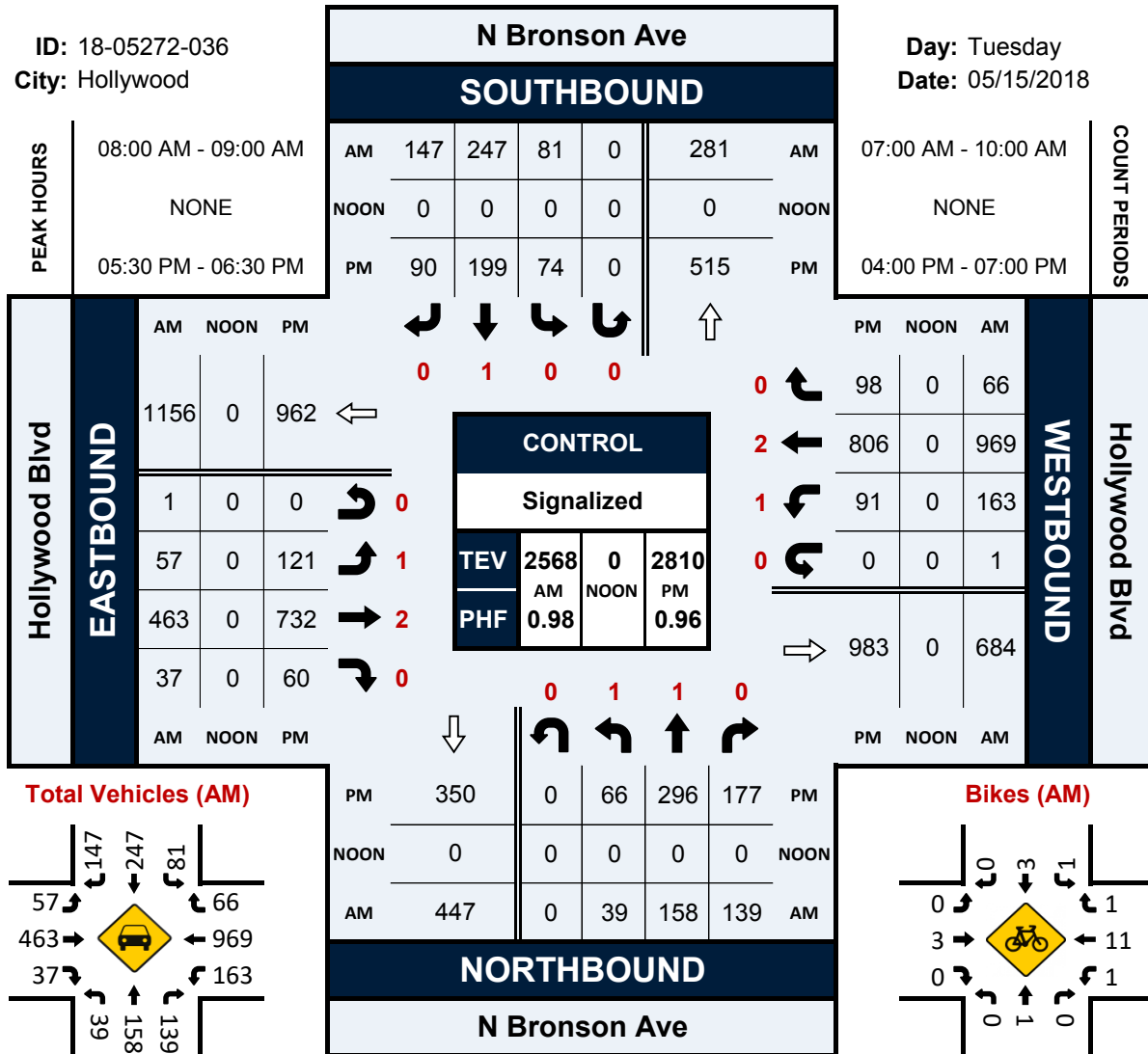
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	4	6	3	9	4	3	7	7	43
4:15 PM	2	8	3	8	3	2	6	8	40
4:30 PM	4	10	6	7	2	2	9	5	45
4:45 PM	11	12	10	11	4	5	7	4	64
5:00 PM	10	12	7	9	4	6	8	5	61
5:15 PM	12	13	8	10	3	5	10	4	65
5:30 PM	9	15	6	13	5	9	5	14	76
5:45 PM	5	9	10	5	5	0	3	12	49
6:00 PM	11	9	2	5	6	6	8	5	52
6:15 PM	7	7	9	8	7	2	7	5	52
6:30 PM	17	12	16	9	7	5	2	6	74
6:45 PM	9	14	10	11	5	1	10	11	71
TOTAL VOLUMES :	EB 101	WB 127	EB 90	WB 105	NB 55	SB 46	NB 82	SB 86	TOTAL 692
APPROACH %'s :	44.30%	55.70%	46.15%	53.85%	54.46%	45.54%	48.81%	51.19%	
PEAK HR :	05:30 PM - 06:30 PM								TOTAL
PEAK HR VOL :	32	40	27	31	23	17	23	36	229
PEAK HR FACTOR :	0.727	0.667	0.675	0.596	0.821	0.472	0.719	0.643	0.753
	0.750		0.763		0.714		0.776		

N Bronson Ave & Hollywood Blvd

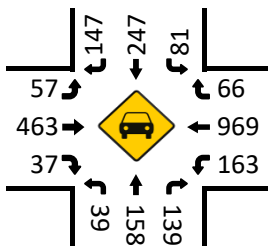
Peak Hour Turning Movement Count

ID: 18-05272-036
City: Hollywood

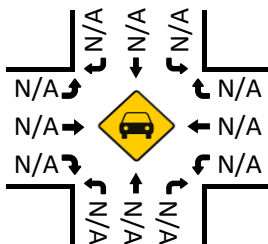
Day: Tuesday
Date: 05/15/2018



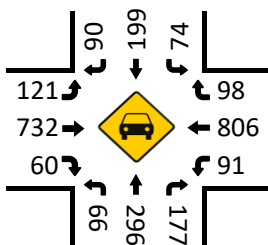
Total Vehicles (AM)



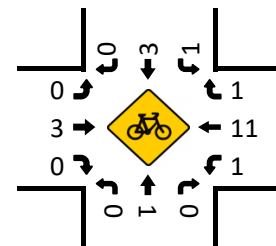
Total Vehicles (Noon)



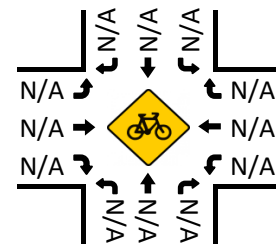
Total Vehicles (PM)



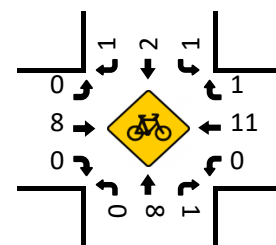
Bikes (AM)



Bikes (Noon)



Bikes (PM)



TRAFFIC VOLUME ADJUSTMENTS



DOUGLAS KIM + ASSOCIATES, LLC

North/South Bronson Avenue
 East/West Hollywood Boulevard
 Year 2018
 Hour 7-8 AM
 Source https://navigatela.lacity.org/dot/traffic_data/manual_counts/BRONSON.N.HOLLYWOOD.180515.MAN.pdf

	NB Approach	SB Approach	EB Approach	WB Approach
LT	39	81	57	163
TH	158	247	463	969
RT	139	147	37	66
Total	336	475	557	1198

2018	336	475	557	1,198	
2019	339	480	563	1,210	
2020	343	485	568	1,222	
2021	346	489	574	1,234	1,808

	NB Approach	SB Approach	EB Approach	WB Approach		
Auto	291	412	483	1,038	6,048,810	82.5%
MDT	45	64	75	161	940,092	12.8%
HDT	1	2	2	4	25,348	0.3%
Buses	0	1	1	2	9,386	0.1%
MCY	8	11	13	29	167,287	2.3%
Aux	7	10	11	25	142,856	1.9%
Total	353	499	585	1,259	7,333,779	100.0%



DOUGLAS KIM + ASSOCIATES, LLC

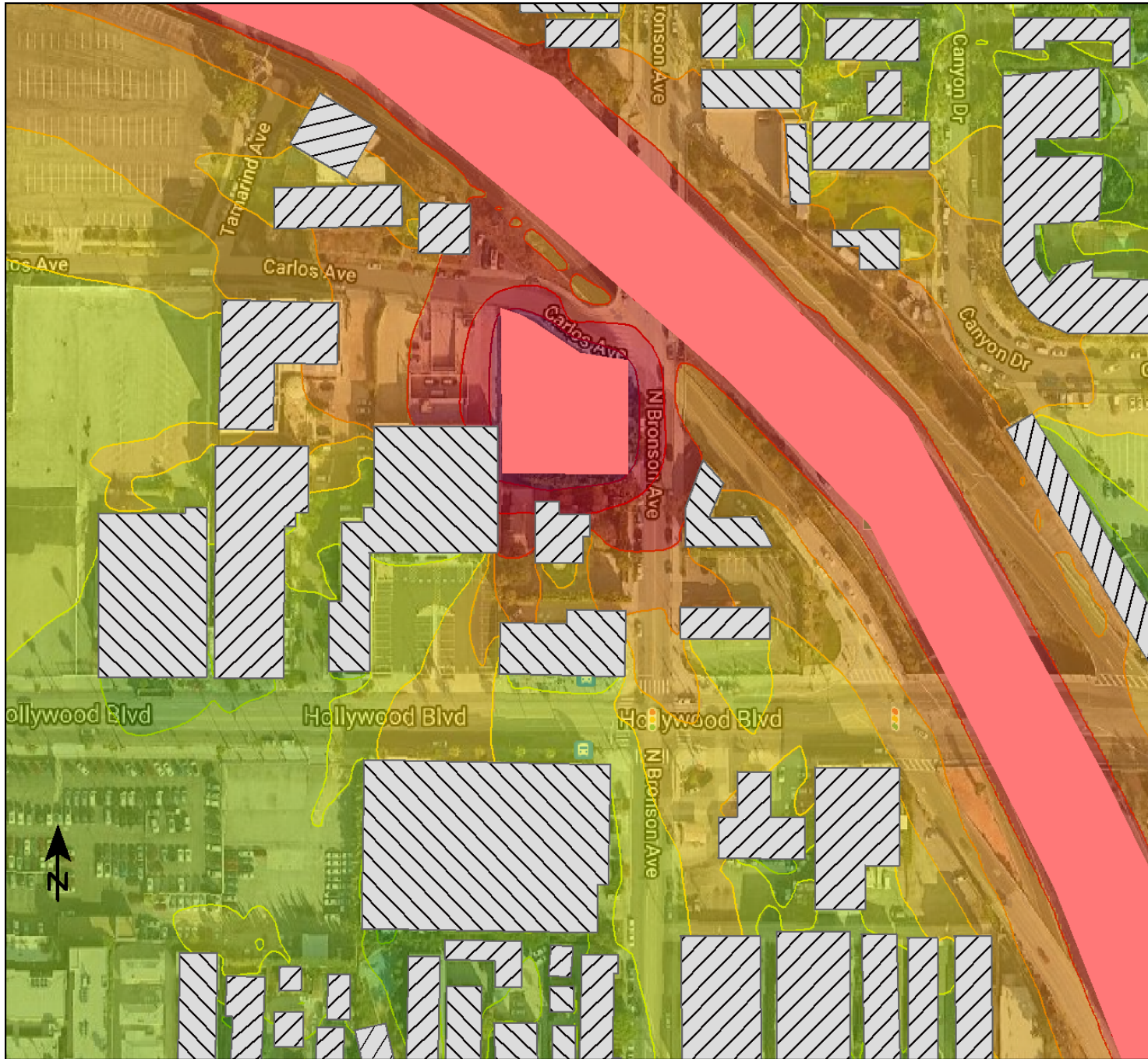
CUMULATIVE CONSTRUCTION NOISE IMPACTS

Noise emissions of industry sources

Source name	Size m/m²	Reference	Level		Corrections		
			Day dB(A)	Night dB(A)	Cwall dB	CI dB	CT dB
1725 Bronson Avenue Construction Site	1918 m²	Lw/unit	109.7	-	-	-	-
Hollywood Central Park Construction Site	24753 m²	Lw/unit	109.7	-	-	-	-



Receiver list

No.	Receiver name	Coordinates		Building side	Floor	Height abv.grd. m	Limit		Level		Conflict	
		X	Y				Day	Night	Day	Night	Day	Night
		in meter					dB(A)		dB(A)		dB	
1	Banana Bungalow Hollywood	11378333.6	3774201.06	North	GF	122.24	-	-	47.7	0.0	-	-
2	Residences - 1661-1673 Bron	11378406.3	3774136.24	North	GF	120.90	-	-	37.9	0.0	-	-
3	Residences - 1720 Bronson A	11378437.3	3774280.39	West	GF	124.61	-	-	63.6	0.0	-	-
4	Residences - 1834 Bronson A	11378441.4	3774438.90	West	GF	129.62	-	-	57.2	0.0	-	-
5	Residences - 5855 Carlton W	11378437.8	3774142.22	North	GF	120.76	-	-	47.9	0.0	-	-
6	Residences - 5919 Carlos Av	11378362.1	3774369.75	South	GF	127.21	-	-	63.6	0.0	-	-
7	Residences - 5940 Carlos Av	11378321.1	3774340.28	East	GF	126.01	-	-	60.4	0.0	-	-
8	The Lombardi House	11378391.2	3774287.23	North	GF	125.31	-	-	71.9	0.0	-	-

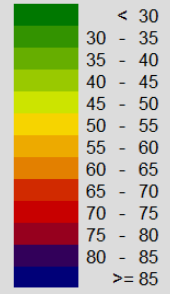


1717 Bronson Avenue

Signs and symbols

-  Building
-  Construction Site

Levels in dB(A)



1 : 140



DOUGLASKIM+ASSOCIATES,LLC



1717 Bronson Avenue

Signs and symbols

- Building
- Analyzed Sensitive Receptor
- Construction Site

1 : 140

0 35 70 140 210 280 feet



DOUGLASKIM+ASSOCIATES,LLC

Cumulative Construction Noise Impacts (without Mitigation)



DOUGLAS KIM + ASSOCIATES, LLC

Reference	15.24	meter
Sound Pressure Level (Lp)	75.0	dBA
Sound Power Level (Lw)	109.7	dB

Receptor	Existing Leq	Noise	New Leq	Difference Leq	Significant?
Banana Bungalow Hollywood Hostel	65.7	47.7	65.8	0.1	No
Residences - 1661-1673 Bronson Ave.	63.7	37.9	63.7	0.0	No
Residences -1720 Bronson Ave.	62.2	63.6	66.0	3.8	No
Hallmart Apartments - 1810 Bronson Ave.	65.7	57.2	66.3	0.6	No
Residences - 5855 Carlton Wy	63.7	47.9	63.8	0.1	No
Residences - 5919 Carlos Ave.	67.1	63.6	68.7	1.6	No
Hollywood Silvercrest Apartments - 5940 Carlos Ave.	67.1	60.4	67.9	0.8	No

Note: Sound Power Level (Lw) assumes full sphere propagation

APPENDIX D – AIR QUALITY MODELING RESULTS



DOUGLAS KIM + ASSOCIATES, LLC

FUTURE EMISSIONS

1725-1739 North Bronson Avenue Future - Los Angeles-South Coast County, Summer

1725-1739 North Bronson Avenue 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 High Rise	128.00	Dwelling Unit	0.86	234,745.00	299
Enclosed Parking with Elevator	134.00	Space	0.00	53,600.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	11			Operational Year	2024
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MW hr)	1227.89	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Developer information

Construction Phase - Developer information

Grading - Developer information

Vehicle Trips - Gibson Transportation Consulting Inc. Transportation Assessment for the Hollywood/Bronson Residential Tower Project; May 2021

Woodstoves - Conservatively assumes fireplaces for units and/or common spaces

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

Demolition - Assumes 20,426 sq ft of asphalt/concrete removed (source: project survey, assumes parcels 5545-003-014 and 5545-003-023) @ 6" depth= 583

Trips and VMT - Assumes 14 CY per haul truck, 30-mile one-way distance to landfill

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	46
tblConstructionPhase	NumDays	5.00	217.00
tblConstructionPhase	NumDays	100.00	478.00
tblConstructionPhase	NumDays	10.00	22.00
tblConstructionPhase	NumDays	2.00	21.00
tblFireplaces	NumberGas	108.80	128.00
tblFireplaces	NumberNoFireplace	12.80	0.00
tblFireplaces	NumberWood	6.40	0.00
tblGrading	AcresOfGrading	0.00	1.60
tblGrading	MaterialExported	0.00	12,000.00
tblLandUse	LandUseSquareFeet	128,000.00	234,745.00
tblLandUse	LotAcreage	2.06	0.86
tblLandUse	LotAcreage	1.21	0.00
tblLandUse	Population	366.00	299.00
tblTripsAndVMT	HaulingTripLength	20.00	30.00
tblTripsAndVMT	HaulingTripLength	20.00	30.00
tblTripsAndVMT	HaulingTripNumber	1,500.00	1,715.00
tblVehicleTrips	HO_TL	8.70	6.30
tblVehicleTrips	HO_TTP	40.60	41.00
tblVehicleTrips	HS_TL	5.90	6.30
tblVehicleTrips	HS_TTP	19.20	19.00
tblVehicleTrips	HW_TL	14.70	6.30
tblVehicleTrips	HW_TTP	40.20	40.00
tblVehicleTrips	ST_TR	4.98	3.84
tblVehicleTrips	WD_TR	4.20	3.84
tblWoodstoves	NumberCatalytic	6.40	0.00
tblWoodstoves	NumberNoncatalytic	6.40	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					
2022	1.6607	33.2806	15.0132	0.1031	3.1512	0.4248	3.5760	1.0488	0.4060	1.4549	0.0000	11,041.0765	11,041.0765	0.8481	0.0000	11,062.2785
2023	1.1124	8.2368	11.5096	0.0290	1.4263	0.3318	1.7581	0.3815	0.3053	0.6868	0.0000	2,902.4595	2,902.4595	0.4192	0.0000	2,912.9390
2024	8.1511	9.0311	13.7428	0.0340	1.6834	0.3566	2.0400	0.4496	0.3330	0.7827	0.0000	3,380.1076	3,380.1076	0.4379	0.0000	3,391.0548
Maximum	8.1511	33.2806	15.0132	0.1031	3.1512	0.4248	3.5760	1.0488	0.4060	1.4549	0.0000	11,041.0765	11,041.0765	0.8481	0.0000	11,062.2785

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					
2022	1.6607	33.2806	15.0132	0.1031	1.7960	0.4248	2.2209	0.5828	0.4060	0.9889	0.0000	11,041.0765	11,041.0765	0.8481	0.0000	11,062.2785
2023	1.1124	8.2368	11.5096	0.0290	0.8661	0.3318	1.1979	0.2439	0.3053	0.5493	0.0000	2,902.4595	2,902.4595	0.4192	0.0000	2,912.9390
2024	8.1511	9.0311	13.7428	0.0340	1.0203	0.3566	1.3770	0.2869	0.3330	0.6199	0.0000	3,380.1076	3,380.1076	0.4379	0.0000	3,391.0548
Maximum	8.1511	33.2806	15.0132	0.1031	1.7960	0.4248	2.2209	0.5828	0.4060	0.9889	0.0000	11,041.0765	11,041.0765	0.8481	0.0000	11,062.2785

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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Percent Reduction	0.00	0.00	0.00	0.00	41.18	0.00	34.97	40.76	0.00	26.20	0.00	0.00	0.00	0.00	0.00	0.00
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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	5.6406	2.2450	11.4729	0.0141		0.2302	0.2302		0.2302	0.2302	0.0000	2,729.6323	2,729.6323	0.0703	0.0497	2,746.1980
Energy	0.0349	0.2979	0.1268	1.9000e-003		0.0241	0.0241		0.0241	0.0241		380.2638	380.2638	7.2900e-003	6.9700e-003	382.5235
Mobile	0.6273	2.5737	6.8407	0.0256	2.1281	0.0192	2.1474	0.5695	0.0179	0.5873		2,610.1540	2,610.1540	0.1265		2,613.3166
Total	6.3028	5.1166	18.4404	0.0416	2.1281	0.2735	2.4017	0.5695	0.2722	0.8416	0.0000	5,720.0500	5,720.0500	0.2041	0.0567	5,742.0380

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	5.6406	2.2450	11.4729	0.0141		0.2302	0.2302		0.2302	0.2302	0.0000	2,729.6323	2,729.6323	0.0703	0.0497	2,746.1980
Energy	0.0349	0.2979	0.1268	1.9000e-003		0.0241	0.0241		0.0241	0.0241		380.2638	380.2638	7.2900e-003	6.9700e-003	382.5235
Mobile	0.6273	2.5737	6.8407	0.0256	2.1281	0.0192	2.1474	0.5695	0.0179	0.5873		2,610.1540	2,610.1540	0.1265		2,613.3166
Total	6.3028	5.1166	18.4404	0.0416	2.1281	0.2735	2.4017	0.5695	0.2722	0.8416	0.0000	5,720.0500	5,720.0500	0.2041	0.0567	5,742.0380

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
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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
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3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Grading	Grading	1/3/2022	1/31/2022	5	21	
2	Demolition	Demolition	12/1/2022	12/30/2022	5	22	
3	Building Construction	Building Construction	2/1/2023	11/29/2024	5	478	
4	Architectural Coating	Architectural Coating	2/1/2024	11/29/2024	5	217	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 1.6

Acres of Paving: 0

Residential Indoor: 475,359; Residential Outdoor: 158,453; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 3,216

OffRoad Equipment

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

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	69.00	14.70	6.90	30.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	1,715.00	14.70	6.90	30.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	115.00	22.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	23.00	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 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.8982	0.0000	0.8982	0.4323	0.0000	0.4323			0.0000			0.0000
Off-Road	0.7094	6.4138	7.4693	0.0120		0.3375	0.3375		0.3225	0.3225		1,147.9025	1,147.9025	0.2119		1,153.2001
Total	0.7094	6.4138	7.4693	0.0120	0.8982	0.3375	1.2357	0.4323	0.3225	0.7548		1,147.9025	1,147.9025	0.2119		1,153.2001

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	0.9112	26.8401	7.1723	0.0900	2.1412	0.0864	2.2276	0.5869	0.0827	0.6696		9,783.3028	9,783.3028	0.6331		9,799.1314
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	0.0402	0.0266	0.3716	1.1000e-003	0.1118	8.7000e-004	0.1127	0.0296	8.1000e-004	0.0305		109.8712	109.8712	3.0300e-003		109.9470
Total	0.9513	26.8668	7.5439	0.0911	2.2530	0.0873	2.3403	0.6165	0.0835	0.7000		9,893.1740	9,893.1740	0.6362		9,909.0784

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					0.3328	0.0000	0.3328	0.1602	0.0000	0.1602			0.0000			0.0000
Off-Road	0.7094	6.4138	7.4693	0.0120		0.3375	0.3375		0.3225	0.3225	0.0000	1,147.9025	1,147.9025	0.2119		1,153.2001
Total	0.7094	6.4138	7.4693	0.0120	0.3328	0.3375	0.6703	0.1602	0.3225	0.4827	0.0000	1,147.9025	1,147.9025	0.2119		1,153.2001

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	0.9112	26.8401	7.1723	0.0900	1.3962	0.0864	1.4826	0.4040	0.0827	0.4867		9,783.3028	9,783.3028	0.6331		9,799.1314
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	0.0402	0.0266	0.3716	1.1000e-003	0.0671	8.7000e-004	0.0680	0.0187	8.1000e-004	0.0195		109.8712	109.8712	3.0300e-003		109.9470
Total	0.9513	26.8668	7.5439	0.0911	1.4633	0.0873	1.5506	0.4227	0.0835	0.5062		9,893.1740	9,893.1740	0.6362		9,909.0784

3.3 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.6809	0.0000	0.6809	0.1031	0.0000	0.1031			0.0000			0.0000
Off-Road	0.7094	6.4138	7.4693	0.0120		0.3375	0.3375		0.3225	0.3225		1,147.9025	1,147.9025	0.2119		1,153.2001
Total	0.7094	6.4138	7.4693	0.0120	0.6809	0.3375	1.0184	0.1031	0.3225	0.4256		1,147.9025	1,147.9025	0.2119		1,153.2001

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	0.0350	1.0308	0.2755	3.4600e-003	0.0822	3.3200e-003	0.0856	0.0225	3.1800e-003	0.0257		375.7224	375.7224	0.0243		376.3303
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	0.0402	0.0266	0.3716	1.1000e-003	0.1118	8.7000e-004	0.1127	0.0296	8.1000e-004	0.0305		109.8712	109.8712	3.0300e-003		109.9470
Total	0.0751	1.0574	0.6471	4.5600e-003	0.1940	4.1900e-003	0.1982	0.0522	3.9900e-003	0.0562		485.5936	485.5936	0.0274		486.2773

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					0.2523	0.0000	0.2523	0.0382	0.0000	0.0382			0.0000			0.0000
Off-Road	0.7094	6.4138	7.4693	0.0120		0.3375	0.3375		0.3225	0.3225	0.0000	1,147.9025	1,147.9025	0.2119		1,153.2001
Total	0.7094	6.4138	7.4693	0.0120	0.2523	0.3375	0.5898	0.0382	0.3225	0.3607	0.0000	1,147.9025	1,147.9025	0.2119		1,153.2001

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	0.0350	1.0308	0.2755	3.4600e-003	0.0536	3.3200e-003	0.0569	0.0155	3.1800e-003	0.0187		375.7224	375.7224	0.0243		376.3303
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	0.0402	0.0266	0.3716	1.1000e-003	0.0671	8.7000e-004	0.0680	0.0187	8.1000e-004	0.0195		109.8712	109.8712	3.0300e-003		109.9470
Total	0.0751	1.0574	0.6471	4.5600e-003	0.1207	4.1900e-003	0.1249	0.0342	3.9900e-003	0.0382		485.5936	485.5936	0.0274		486.2773

3.4 Building Construction - 2023

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	0.6322	6.4186	7.0970	0.0114		0.3203	0.3203		0.2946	0.2946		1,104.6089	1,104.6089	0.3573		1,113.5402

Total	0.6322	6.4186	7.0970	0.0114		0.3203	0.3203		0.2946	0.2946		1,104.6089	1,104.6089	0.3573		1,113.5402
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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	0.0466	1.5413	0.4771	5.4200e-003	0.1409	1.7800e-003	0.1426	0.0406	1.7000e-003	0.0423		580.5963	580.5963	0.0305		581.3585
Worker	0.4336	0.2769	3.9355	0.0122	1.2854	9.7800e-003	1.2952	0.3409	9.0000e-003	0.3499		1,217.2543	1,217.2543	0.0314		1,218.0404
Total	0.4802	1.8182	4.4126	0.0176	1.4263	0.0116	1.4378	0.3815	0.0107	0.3922		1,797.8506	1,797.8506	0.0619		1,799.3988

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	0.6322	6.4186	7.0970	0.0114		0.3203	0.3203		0.2946	0.2946	0.0000	1,104.6089	1,104.6089	0.3573		1,113.5402
Total	0.6322	6.4186	7.0970	0.0114		0.3203	0.3203		0.2946	0.2946	0.0000	1,104.6089	1,104.6089	0.3573		1,113.5402

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	0.0466	1.5413	0.4771	5.4200e-003	0.0947	1.7800e-003	0.0965	0.0292	1.7000e-003	0.0309		580.5963	580.5963	0.0305		581.3585
Worker	0.4336	0.2769	3.9355	0.0122	0.7714	9.7800e-003	0.7812	0.2147	9.0000e-003	0.2237		1,217.2543	1,217.2543	0.0314		1,218.0404
Total	0.4802	1.8182	4.4126	0.0176	0.8661	0.0116	0.8776	0.2439	0.0107	0.2547		1,797.8506	1,797.8506	0.0619		1,799.3988

3.4 Building Construction - 2024

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	0.5950	5.9739	7.0675	0.0114		0.2824	0.2824		0.2598	0.2598		1,104.9834	1,104.9834	0.3574		1,113.9177
Total	0.5950	5.9739	7.0675	0.0114		0.2824	0.2824		0.2598	0.2598		1,104.9834	1,104.9834	0.3574		1,113.9177

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	0.0454	1.5354	0.4626	5.3900e-003	0.1409	1.7600e-003	0.1426	0.0406	1.6800e-003	0.0422		578.2402	578.2402	0.0301		578.9914
Worker	0.4102	0.2525	3.6688	0.0118	1.2854	9.6300e-003	1.2951	0.3409	8.8700e-003	0.3498		1,179.5300	1,179.5300	0.0289		1,180.2512
Total	0.4556	1.7879	4.1314	0.0172	1.4263	0.0114	1.4377	0.3815	0.0106	0.3920		1,757.7702	1,757.7702	0.0589		1,759.2426

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	0.5950	5.9739	7.0675	0.0114		0.2824	0.2824		0.2598	0.2598	0.0000	1,104.9834	1,104.9834	0.3574		1,113.9177
Total	0.5950	5.9739	7.0675	0.0114		0.2824	0.2824		0.2598	0.2598	0.0000	1,104.9834	1,104.9834	0.3574		1,113.9177

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	0.0454	1.5354	0.4626	5.3900e-003	0.0947	1.7600e-003	0.0965	0.0292	1.6800e-003	0.0309		578.2402	578.2402	0.0301		578.9914
Worker	0.4102	0.2525	3.6688	0.0118	0.7714	9.6300e-003	0.7810	0.2147	8.8700e-003	0.2236		1,179.5300	1,179.5300	0.0289		1,180.2512
Total	0.4556	1.7879	4.1314	0.0172	0.8661	0.0114	0.8775	0.2440	0.0106	0.2545		1,757.7702	1,757.7702	0.0589		1,759.2426

3.5 Architectural Coating - 2024

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	6.8376					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	7.0184	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443

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	0.0820	0.0505	0.7338	2.3700e-003	0.2571	1.9300e-003	0.2590	0.0682	1.7700e-003	0.0700		235.9060	235.9060	5.7700e-003		236.0502
Total	0.0820	0.0505	0.7338	2.3700e-003	0.2571	1.9300e-003	0.2590	0.0682	1.7700e-003	0.0700		235.9060	235.9060	5.7700e-003		236.0502

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	6.8376					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	7.0184	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443

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	0.0820	0.0505	0.7338	2.3700e-003	0.1543	1.9300e-003	0.1562	0.0429	1.7700e-003	0.0447		235.9060	235.9060	5.7700e-003		236.0502
Total	0.0820	0.0505	0.7338	2.3700e-003	0.1543	1.9300e-003	0.1562	0.0429	1.7700e-003	0.0447		235.9060	235.9060	5.7700e-003		236.0502

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
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Category	lb/day										lb/day				
Mitigated	0.6273	2.5737	6.8407	0.0256	2.1281	0.0192	2.1474	0.5695	0.0179	0.5873		2,610.1540	2,610.1540	0.1265	2,613.3166
Unmitigated	0.6273	2.5737	6.8407	0.0256	2.1281	0.0192	2.1474	0.5695	0.0179	0.5873		2,610.1540	2,610.1540	0.1265	2,613.3166

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments High Rise	491.52	491.52	467.20	993,811	993,811
Enclosed Parking with Elevator	0.00	0.00	0.00		
Total	491.52	491.52	467.20	993,811	993,811

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments High Rise	6.30	6.30	6.30	40.00	19.00	41.00	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments High Rise	0.545348	0.044620	0.206559	0.118451	0.015002	0.006253	0.020617	0.031756	0.002560	0.002071	0.005217	0.000696	0.000850
Enclosed Parking with Elevator	0.545348	0.044620	0.206559	0.118451	0.015002	0.006253	0.020617	0.031756	0.002560	0.002071	0.005217	0.000696	0.000850

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					
Natural Gas Mitigated	0.0349	0.2979	0.1268	1.9000e-003		0.0241	0.0241		0.0241	0.0241		380.2638	380.2638	7.2900e-003	6.9700e-003	382.5235
Natural Gas Unmitigated	0.0349	0.2979	0.1268	1.9000e-003		0.0241	0.0241		0.0241	0.0241		380.2638	380.2638	7.2900e-003	6.9700e-003	382.5235

5.2 Energy by Land Use - Natural Gas

Unmitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments High Rise	3232.24	0.0349	0.2979	0.1268	1.9000e-003		0.0241	0.0241		0.0241	0.0241		380.2638	380.2638	7.2900e-003	6.9700e-003	382.5235
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0349	0.2979	0.1268	1.9000e-003		0.0241	0.0241		0.0241	0.0241		380.2638	380.2638	7.2900e-003	6.9700e-003	382.5235

Mitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments High Rise	3.23224	0.0349	0.2979	0.1268	1.9000e-003		0.0241	0.0241		0.0241	0.0241		380.2638	380.2638	7.2900e-003	6.9700e-003	382.5235

Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0349	0.2979	0.1268	1.9000e-003		0.0241	0.0241		0.0241	0.0241		380.2638	380.2638	7.2900e-003	6.9700e-003	382.5235

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	5.6406	2.2450	11.4729	0.0141		0.2302	0.2302		0.2302	0.2302	0.0000	2,729.6323	2,729.6323	0.0703	0.0497	2,746.1980
Unmitigated	5.6406	2.2450	11.4729	0.0141		0.2302	0.2302		0.2302	0.2302	0.0000	2,729.6323	2,729.6323	0.0703	0.0497	2,746.1980

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.4065					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.6669					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.2485	2.1233	0.9035	0.0136		0.1717	0.1717		0.1717	0.1717	0.0000	2,710.5882	2,710.5882	0.0520	0.0497	2,726.6959

Landscaping	0.3187	0.1217	10.5694	5.6000e-004		0.0586	0.0586		0.0586	0.0586		19.0440	19.0440	0.0183		19.5021
Total	5.6406	2.2450	11.4729	0.0141		0.2302	0.2302		0.2302	0.2302	0.0000	2,729.6323	2,729.6323	0.0703	0.0497	2,746.1980

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.4065					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.6669					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.2485	2.1233	0.9035	0.0136		0.1717	0.1717		0.1717	0.1717	0.0000	2,710.5882	2,710.5882	0.0520	0.0497	2,726.6959
Landscaping	0.3187	0.1217	10.5694	5.6000e-004		0.0586	0.0586		0.0586	0.0586		19.0440	19.0440	0.0183		19.5021
Total	5.6406	2.2450	11.4729	0.0141		0.2302	0.2302		0.2302	0.2302	0.0000	2,729.6323	2,729.6323	0.0703	0.0497	2,746.1980

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
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

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

Equipment Type	Number
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11.0 Vegetation

1725-1739 North Bronson Avenue Future - Los Angeles-South Coast County, Annual

1725-1739 North Bronson Avenue 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 High Rise	128.00	Dwelling Unit	0.86	234,745.00	299
Enclosed Parking with Elevator	134.00	Space	0.00	53,600.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	11			Operational Year	2024
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MW hr)	1227.89	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Developer information

Construction Phase - Developer information

Grading - Developer information

Vehicle Trips - Gibson Transportation Consulting Inc. Transportation Assessment for the Hollywood/Bronson Residential Tower Project; May 2021

Woodstoves - Conservatively assumes fireplaces for units and/or common spaces

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

Demolition - Assumes 20,426 sq ft of asphalt/concrete removed (source: project survey, assumes parcels 5545-003-014 and 5545-003-023) @ 6" depth= 583

Trips and VMT - Assumes 14 CY per haul truck, 30-mile one-way distance to landfill

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	46
tblConstructionPhase	NumDays	5.00	217.00
tblConstructionPhase	NumDays	100.00	478.00
tblConstructionPhase	NumDays	10.00	22.00
tblConstructionPhase	NumDays	2.00	21.00
tblFireplaces	NumberGas	108.80	128.00
tblFireplaces	NumberNoFireplace	12.80	0.00
tblFireplaces	NumberWood	6.40	0.00
tblGrading	AcresOfGrading	0.00	1.60
tblGrading	MaterialExported	0.00	12,000.00
tblLandUse	LandUseSquareFeet	128,000.00	234,745.00
tblLandUse	LotAcreage	2.06	0.86
tblLandUse	LotAcreage	1.21	0.00
tblLandUse	Population	366.00	299.00
tblTripsAndVMT	HaulingTripLength	20.00	30.00
tblTripsAndVMT	HaulingTripLength	20.00	30.00
tblTripsAndVMT	HaulingTripNumber	1,500.00	1,715.00
tblVehicleTrips	HO_TL	8.70	6.30
tblVehicleTrips	HO_TTP	40.60	41.00
tblVehicleTrips	HS_TL	5.90	6.30
tblVehicleTrips	HS_TTP	19.20	19.00
tblVehicleTrips	HW_TL	14.70	6.30
tblVehicleTrips	HW_TTP	40.20	40.00
tblVehicleTrips	ST_TR	4.98	3.84
tblVehicleTrips	WD_TR	4.20	3.84
tblWoodstoves	NumberCatalytic	6.40	0.00
tblWoodstoves	NumberNoncatalytic	6.40	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					
2022	0.0261	0.4427	0.2477	1.2600e-003	0.0423	8.2200e-003	0.0505	0.0126	7.8600e-003	0.0205	0.0000	120.8835	120.8835	0.0105	0.0000	121.1467
2023	0.1328	0.9867	1.3425	3.3900e-003	0.1665	0.0395	0.2059	0.0446	0.0363	0.0809	0.0000	307.0094	307.0094	0.0452	0.0000	308.1390
2024	0.8970	1.0761	1.5888	3.9400e-003	0.1952	0.0421	0.2373	0.0522	0.0393	0.0915	0.0000	355.3791	355.3791	0.0474	0.0000	356.5629
Maximum	0.8970	1.0761	1.5888	3.9400e-003	0.1952	0.0421	0.2373	0.0522	0.0393	0.0915	0.0000	355.3791	355.3791	0.0474	0.0000	356.5629

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					
2022	0.0261	0.4427	0.2477	1.2600e-003	0.0227	8.2200e-003	0.0309	6.8600e-003	7.8600e-003	0.0147	0.0000	120.8834	120.8834	0.0105	0.0000	121.1467
2023	0.1328	0.9867	1.3425	3.3900e-003	0.1013	0.0395	0.1408	0.0286	0.0363	0.0649	0.0000	307.0093	307.0093	0.0452	0.0000	308.1388
2024	0.8970	1.0761	1.5888	3.9400e-003	0.1186	0.0421	0.1607	0.0334	0.0393	0.0727	0.0000	355.3789	355.3789	0.0474	0.0000	356.5627
Maximum	0.8970	1.0761	1.5888	3.9400e-003	0.1186	0.0421	0.1607	0.0334	0.0393	0.0727	0.0000	355.3789	355.3789	0.0474	0.0000	356.5627

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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Percent Reduction	0.00	0.00	0.00	0.00	39.94	0.00	32.68	37.06	0.00	21.02	0.00	0.00	0.00	0.00	0.00	0.00
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Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	12-1-2021	2-28-2022	0.3672	0.3672
5	12-1-2022	2-28-2023	0.1830	0.1830
6	3-1-2023	5-31-2023	0.3080	0.3080
7	6-1-2023	8-31-2023	0.3072	0.3072
8	9-1-2023	11-30-2023	0.3055	0.3055
9	12-1-2023	2-29-2024	0.3816	0.3816
10	3-1-2024	5-31-2024	0.5655	0.5655
11	6-1-2024	8-31-2024	0.5646	0.5646
12	9-1-2024	9-30-2024	0.1841	0.1841
		Highest	0.5655	0.5655

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	0.9688	0.0418	1.3325	2.4000e-004		9.4700e-003	9.4700e-003		9.4700e-003	9.4700e-003	0.0000	32.8971	32.8971	2.6700e-003	5.6000e-004	33.1317
Energy	6.3600e-003	0.0544	0.0231	3.5000e-004		4.4000e-003	4.4000e-003		4.4000e-003	4.4000e-003	0.0000	520.2147	520.2147	0.0120	3.3900e-003	521.5246
Mobile	0.1064	0.4791	1.2062	4.4600e-003	0.3772	3.4800e-003	0.3806	0.1011	3.2300e-003	0.1043	0.0000	413.1124	413.1124	0.0207	0.0000	413.6304
Waste						0.0000	0.0000		0.0000	0.0000	11.9521	0.0000	11.9521	0.7064	0.0000	29.6108
Water						0.0000	0.0000		0.0000	0.0000	2.6458	93.0147	95.6606	0.2740	6.8700e-003	104.5568
Total	1.0816	0.5753	2.5618	5.0500e-003	0.3772	0.0174	0.3945	0.1011	0.0171	0.1182	14.5979	1,059.2390	1,073.8369	1.0157	0.0108	1,102.4543

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	0.9688	0.0418	1.3325	2.4000e-004		9.4700e-003	9.4700e-003		9.4700e-003	9.4700e-003	0.0000	32.8971	32.8971	2.6700e-003	5.6000e-004	33.1317
Energy	6.3600e-003	0.0544	0.0231	3.5000e-004		4.4000e-003	4.4000e-003		4.4000e-003	4.4000e-003	0.0000	520.2147	520.2147	0.0120	3.3900e-003	521.5246
Mobile	0.1064	0.4791	1.2062	4.4600e-003	0.3772	3.4800e-003	0.3806	0.1011	3.2300e-003	0.1043	0.0000	413.1124	413.1124	0.0207	0.0000	413.6304
Waste						0.0000	0.0000		0.0000	0.0000	11.9521	0.0000	11.9521	0.7064	0.0000	29.6108
Water						0.0000	0.0000		0.0000	0.0000	2.6458	93.0147	95.6606	0.2740	6.8700e-003	104.5568
Total	1.0816	0.5753	2.5618	5.0500e-003	0.3772	0.0174	0.3945	0.1011	0.0171	0.1182	14.5979	1,059.2390	1,073.8369	1.0157	0.0108	1,102.4543

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	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	Grading	Grading	1/3/2022	1/31/2022	5	21	
2	Demolition	Demolition	12/1/2022	12/30/2022	5	22	
3	Building Construction	Building Construction	2/1/2023	11/29/2024	5	478	
4	Architectural Coating	Architectural Coating	2/1/2024	11/29/2024	5	217	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 1.6

Acres of Paving: 0

Residential Indoor: 475,359; Residential Outdoor: 158,453; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 3,216

OffRoad Equipment

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

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	69.00	14.70	6.90	30.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	1,715.00	14.70	6.90	30.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	115.00	22.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	23.00	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 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					9.4300e-003	0.0000	9.4300e-003	4.5400e-003	0.0000	4.5400e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.4500e-003	0.0674	0.0784	1.3000e-004		3.5400e-003	3.5400e-003		3.3900e-003	3.3900e-003	0.0000	10.9343	10.9343	2.0200e-003	0.0000	10.9847
Total	7.4500e-003	0.0674	0.0784	1.3000e-004	9.4300e-003	3.5400e-003	0.0130	4.5400e-003	3.3900e-003	7.9300e-003	0.0000	10.9343	10.9343	2.0200e-003	0.0000	10.9847

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	9.6400e-003	0.2924	0.0765	9.4000e-004	0.0221	9.1000e-004	0.0230	6.0700e-003	8.7000e-004	6.9400e-003	0.0000	92.7127	92.7127	6.1000e-003	0.0000	92.8650
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.2000e-004	3.2000e-004	3.6600e-003	1.0000e-005	1.1500e-003	1.0000e-005	1.1600e-003	3.1000e-004	1.0000e-005	3.1000e-004	0.0000	1.0019	1.0019	3.0000e-005	0.0000	1.0026
Total	0.0101	0.2927	0.0802	9.5000e-004	0.0233	9.2000e-004	0.0242	6.3800e-003	8.8000e-004	7.2500e-003	0.0000	93.7145	93.7145	6.1300e-003	0.0000	93.8676

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					3.4900e-003	0.0000	3.4900e-003	1.6800e-003	0.0000	1.6800e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.4500e-003	0.0674	0.0784	1.3000e-004		3.5400e-003	3.5400e-003		3.3900e-003	3.3900e-003	0.0000	10.9343	10.9343	2.0200e-003	0.0000	10.9847
Total	7.4500e-003	0.0674	0.0784	1.3000e-004	3.4900e-003	3.5400e-003	7.0300e-003	1.6800e-003	3.3900e-003	5.0700e-003	0.0000	10.9343	10.9343	2.0200e-003	0.0000	10.9847

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	9.6400e-003	0.2924	0.0765	9.4000e-004	0.0145	9.1000e-004	0.0154	4.1900e-003	8.7000e-004	5.0600e-003	0.0000	92.7127	92.7127	6.1000e-003	0.0000	92.8650
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.2000e-004	3.2000e-004	3.6600e-003	1.0000e-005	6.9000e-004	1.0000e-005	7.0000e-004	1.9000e-004	1.0000e-005	2.0000e-004	0.0000	1.0019	1.0019	3.0000e-005	0.0000	1.0026
Total	0.0101	0.2927	0.0802	9.5000e-004	0.0151	9.2000e-004	0.0161	4.3800e-003	8.8000e-004	5.2600e-003	0.0000	93.7145	93.7145	6.1300e-003	0.0000	93.8676

3.3 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					7.4900e-003	0.0000	7.4900e-003	1.1300e-003	0.0000	1.1300e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.8000e-003	0.0706	0.0822	1.3000e-004		3.7100e-003	3.7100e-003		3.5500e-003	3.5500e-003	0.0000	11.4550	11.4550	2.1100e-003	0.0000	11.5078
Total	7.8000e-003	0.0706	0.0822	1.3000e-004	7.4900e-003	3.7100e-003	0.0112	1.1300e-003	3.5500e-003	4.6800e-003	0.0000	11.4550	11.4550	2.1100e-003	0.0000	11.5078

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	3.9000e-004	0.0118	3.0800e-003	4.0000e-005	8.9000e-004	4.0000e-005	9.3000e-004	2.4000e-004	4.0000e-005	2.8000e-004	0.0000	3.7301	3.7301	2.5000e-004	0.0000	3.7363
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.4000e-004	3.3000e-004	3.8300e-003	1.0000e-005	1.2100e-003	1.0000e-005	1.2200e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.0496	1.0496	3.0000e-005	0.0000	1.0503
Total	8.3000e-004	0.0121	6.9100e-003	5.0000e-005	2.1000e-003	5.0000e-005	2.1500e-003	5.6000e-004	5.0000e-005	6.1000e-004	0.0000	4.7797	4.7797	2.8000e-004	0.0000	4.7866

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.7700e-003	0.0000	2.7700e-003	4.2000e-004	0.0000	4.2000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.8000e-003	0.0706	0.0822	1.3000e-004		3.7100e-003	3.7100e-003		3.5500e-003	3.5500e-003	0.0000	11.4549	11.4549	2.1100e-003	0.0000	11.5078
Total	7.8000e-003	0.0706	0.0822	1.3000e-004	2.7700e-003	3.7100e-003	6.4800e-003	4.2000e-004	3.5500e-003	3.9700e-003	0.0000	11.4549	11.4549	2.1100e-003	0.0000	11.5078

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
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Category	tons/yr										MT/yr					
Hauling	3.9000e-004	0.0118	3.0800e-003	4.0000e-005	5.8000e-004	4.0000e-005	6.2000e-004	1.7000e-004	4.0000e-005	2.0000e-004	0.0000	3.7301	3.7301	2.5000e-004	0.0000	3.7363
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.4000e-004	3.3000e-004	3.8300e-003	1.0000e-005	7.2000e-004	1.0000e-005	7.3000e-004	2.0000e-004	1.0000e-005	2.1000e-004	0.0000	1.0496	1.0496	3.0000e-005	0.0000	1.0503
Total	8.3000e-004	0.0121	6.9100e-003	5.0000e-005	1.3000e-003	5.0000e-005	1.3500e-003	3.7000e-004	5.0000e-005	4.1000e-004	0.0000	4.7797	4.7797	2.8000e-004	0.0000	4.7866

3.4 Building Construction - 2023

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	0.0752	0.7638	0.8446	1.3600e-003		0.0381	0.0381		0.0351	0.0351	0.0000	119.2480	119.2480	0.0386	0.0000	120.2122
Total	0.0752	0.7638	0.8446	1.3600e-003		0.0381	0.0381		0.0351	0.0351	0.0000	119.2480	119.2480	0.0386	0.0000	120.2122

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	5.6700e-003	0.1855	0.0595	6.4000e-004	0.0165	2.2000e-004	0.0167	4.7600e-003	2.1000e-004	4.9700e-003	0.0000	61.9635	61.9635	3.3800e-003	0.0000	62.0479
Worker	0.0519	0.0375	0.4385	1.3900e-003	0.1500	1.1600e-003	0.1511	0.0398	1.0700e-003	0.0409	0.0000	125.7979	125.7979	3.2400e-003	0.0000	125.8789

Total	0.0576	0.2229	0.4979	2.0300e-003	0.1665	1.3800e-003	0.1678	0.0446	1.2800e-003	0.0459	0.0000	187.7614	187.7614	6.6200e-003	0.0000	187.9268
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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	0.0752	0.7638	0.8446	1.3600e-003		0.0381	0.0381		0.0351	0.0351	0.0000	119.2479	119.2479	0.0386	0.0000	120.2121
Total	0.0752	0.7638	0.8446	1.3600e-003		0.0381	0.0381		0.0351	0.0351	0.0000	119.2479	119.2479	0.0386	0.0000	120.2121

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	5.6700e-003	0.1855	0.0595	6.4000e-004	0.0111	2.2000e-004	0.0113	3.4400e-003	2.1000e-004	3.6500e-003	0.0000	61.9635	61.9635	3.3800e-003	0.0000	62.0479
Worker	0.0519	0.0375	0.4385	1.3900e-003	0.0902	1.1600e-003	0.0913	0.0252	1.0700e-003	0.0262	0.0000	125.7979	125.7979	3.2400e-003	0.0000	125.8789
Total	0.0576	0.2229	0.4979	2.0300e-003	0.1013	1.3800e-003	0.1027	0.0286	1.2800e-003	0.0299	0.0000	187.7614	187.7614	6.6200e-003	0.0000	187.9268

3.4 Building Construction - 2024

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	0.0714	0.7169	0.8481	1.3700e-003		0.0339	0.0339		0.0312	0.0312	0.0000	120.2909	120.2909	0.0389	0.0000	121.2635
Total	0.0714	0.7169	0.8481	1.3700e-003		0.0339	0.0339		0.0312	0.0312	0.0000	120.2909	120.2909	0.0389	0.0000	121.2635

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	5.5700e-003	0.1863	0.0581	6.4000e-004	0.0166	2.2000e-004	0.0169	4.8000e-003	2.1000e-004	5.0100e-003	0.0000	62.2352	62.2352	3.3500e-003	0.0000	62.3191
Worker	0.0496	0.0344	0.4118	1.3600e-003	0.1512	1.1600e-003	0.1524	0.0402	1.0600e-003	0.0412	0.0000	122.9218	122.9218	2.9900e-003	0.0000	122.9966
Total	0.0552	0.2208	0.4699	2.0000e-003	0.1679	1.3800e-003	0.1692	0.0450	1.2700e-003	0.0462	0.0000	185.1570	185.1570	6.3400e-003	0.0000	185.3157

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	0.0714	0.7169	0.8481	1.3700e-003		0.0339	0.0339		0.0312	0.0312	0.0000	120.2908	120.2908	0.0389	0.0000	121.2634
Total	0.0714	0.7169	0.8481	1.3700e-003		0.0339	0.0339		0.0312	0.0312	0.0000	120.2908	120.2908	0.0389	0.0000	121.2634

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	5.5700e-003	0.1863	0.0581	6.4000e-004	0.0112	2.2000e-004	0.0114	3.4700e-003	2.1000e-004	3.6800e-003	0.0000	62.2352	62.2352	3.3500e-003	0.0000	62.3191
Worker	0.0496	0.0344	0.4118	1.3600e-003	0.0909	1.1600e-003	0.0921	0.0254	1.0600e-003	0.0264	0.0000	122.9218	122.9218	2.9900e-003	0.0000	122.9966
Total	0.0552	0.2208	0.4699	2.0000e-003	0.1022	1.3800e-003	0.1035	0.0288	1.2700e-003	0.0301	0.0000	185.1570	185.1570	6.3400e-003	0.0000	185.3157

3.5 Architectural Coating - 2024

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	0.7419					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0196	0.1322	0.1964	3.2000e-004		6.6100e-003	6.6100e-003		6.6100e-003	6.6100e-003	0.0000	27.7028	27.7028	1.5600e-003	0.0000	27.7418
Total	0.7615	0.1322	0.1964	3.2000e-004		6.6100e-003	6.6100e-003		6.6100e-003	6.6100e-003	0.0000	27.7028	27.7028	1.5600e-003	0.0000	27.7418

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	8.9700e-003	6.2300e-003	0.0745	2.5000e-004	0.0274	2.1000e-004	0.0276	7.2600e-003	1.9000e-004	7.4600e-003	0.0000	22.2284	22.2284	5.4000e-004	0.0000	22.2419
Total	8.9700e-003	6.2300e-003	0.0745	2.5000e-004	0.0274	2.1000e-004	0.0276	7.2600e-003	1.9000e-004	7.4600e-003	0.0000	22.2284	22.2284	5.4000e-004	0.0000	22.2419

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	0.7419					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0196	0.1322	0.1964	3.2000e-004		6.6100e-003	6.6100e-003		6.6100e-003	6.6100e-003	0.0000	27.7028	27.7028	1.5600e-003	0.0000	27.7418
Total	0.7615	0.1322	0.1964	3.2000e-004		6.6100e-003	6.6100e-003		6.6100e-003	6.6100e-003	0.0000	27.7028	27.7028	1.5600e-003	0.0000	27.7418

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
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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	8.9700e-003	6.2300e-003	0.0745	2.5000e-004	0.0164	2.1000e-004	0.0167	4.5900e-003	1.9000e-004	4.7800e-003	0.0000	22.2284	22.2284	5.4000e-004	0.0000	22.2419
Total	8.9700e-003	6.2300e-003	0.0745	2.5000e-004	0.0164	2.1000e-004	0.0167	4.5900e-003	1.9000e-004	4.7800e-003	0.0000	22.2284	22.2284	5.4000e-004	0.0000	22.2419

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	0.1064	0.4791	1.2062	4.4600e-003	0.3772	3.4800e-003	0.3806	0.1011	3.2300e-003	0.1043	0.0000	413.1124	413.1124	0.0207	0.0000	413.6304
Unmitigated	0.1064	0.4791	1.2062	4.4600e-003	0.3772	3.4800e-003	0.3806	0.1011	3.2300e-003	0.1043	0.0000	413.1124	413.1124	0.0207	0.0000	413.6304

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments High Rise	491.52	491.52	467.20	993,811	993,811
Enclosed Parking with Elevator	0.00	0.00	0.00		
Total	491.52	491.52	467.20	993,811	993,811

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 High Rise	6.30	6.30	6.30	40.00	19.00	41.00	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments High Rise	0.545348	0.044620	0.206559	0.118451	0.015002	0.006253	0.020617	0.031756	0.002560	0.002071	0.005217	0.000696	0.000850
Enclosed Parking with Elevator	0.545348	0.044620	0.206559	0.118451	0.015002	0.006253	0.020617	0.031756	0.002560	0.002071	0.005217	0.000696	0.000850

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	457.2578	457.2578	0.0108	2.2300e-003	458.1936
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	457.2578	457.2578	0.0108	2.2300e-003	458.1936
NaturalGas Mitigated	6.3600e-003	0.0544	0.0231	3.5000e-004		4.4000e-003	4.4000e-003		4.4000e-003	4.4000e-003	0.0000	62.9569	62.9569	1.2100e-003	1.1500e-003	63.3311
NaturalGas Unmitigated	6.3600e-003	0.0544	0.0231	3.5000e-004		4.4000e-003	4.4000e-003		4.4000e-003	4.4000e-003	0.0000	62.9569	62.9569	1.2100e-003	1.1500e-003	63.3311

5.2 Energy by Land Use - NaturalGas

Unmitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments High Rise	1.17977e+06	6.3600e-003	0.0544	0.0231	3.5000e-004		4.4000e-003	4.4000e-003		4.4000e-003	4.4000e-003	0.0000	62.9569	62.9569	1.2100e-003	1.1500e-003	63.3311
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		6.3600e-003	0.0544	0.0231	3.5000e-004		4.4000e-003	4.4000e-003		4.4000e-003	4.4000e-003	0.0000	62.9569	62.9569	1.2100e-003	1.1500e-003	63.3311

Mitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments High Rise	1.17977e+06	6.3600e-003	0.0544	0.0231	3.5000e-004		4.4000e-003	4.4000e-003		4.4000e-003	4.4000e-003	0.0000	62.9569	62.9569	1.2100e-003	1.1500e-003	63.3311
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		6.3600e-003	0.0544	0.0231	3.5000e-004		4.4000e-003	4.4000e-003		4.4000e-003	4.4000e-003	0.0000	62.9569	62.9569	1.2100e-003	1.1500e-003	63.3311

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments High Rise	506890	282.3184	6.6700e-003	1.3800e-003	282.8962
Enclosed Parking with Elevator	314096	174.9394	4.1300e-003	8.5000e-004	175.2974

Total		457.2578	0.0108	2.2300e-003	458.1936
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Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments High Rise	506890	282.3184	6.6700e-003	1.3800e-003	282.8962
Enclosed Parking with Elevator	314096	174.9394	4.1300e-003	8.5000e-004	175.2974
Total		457.2578	0.0108	2.2300e-003	458.1936

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	0.9688	0.0418	1.3325	2.4000e-004		9.4700e-003	9.4700e-003		9.4700e-003	9.4700e-003	0.0000	32.8971	32.8971	2.6700e-003	5.6000e-004	33.1317
Unmitigated	0.9688	0.0418	1.3325	2.4000e-004		9.4700e-003	9.4700e-003		9.4700e-003	9.4700e-003	0.0000	32.8971	32.8971	2.6700e-003	5.6000e-004	33.1317

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0742					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.8517					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	3.1100e-003	0.0265	0.0113	1.7000e-004		2.1500e-003	2.1500e-003		2.1500e-003	2.1500e-003	0.0000	30.7376	30.7376	5.9000e-004	5.6000e-004	30.9202
Landscaping	0.0398	0.0152	1.3212	7.0000e-005		7.3200e-003	7.3200e-003		7.3200e-003	7.3200e-003	0.0000	2.1596	2.1596	2.0800e-003	0.0000	2.2115
Total	0.9689	0.0418	1.3325	2.4000e-004		9.4700e-003	9.4700e-003		9.4700e-003	9.4700e-003	0.0000	32.8971	32.8971	2.6700e-003	5.6000e-004	33.1317

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0742					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.8517					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	3.1100e-003	0.0265	0.0113	1.7000e-004		2.1500e-003	2.1500e-003		2.1500e-003	2.1500e-003	0.0000	30.7376	30.7376	5.9000e-004	5.6000e-004	30.9202
Landscaping	0.0398	0.0152	1.3212	7.0000e-005		7.3200e-003	7.3200e-003		7.3200e-003	7.3200e-003	0.0000	2.1596	2.1596	2.0800e-003	0.0000	2.2115
Total	0.9689	0.0418	1.3325	2.4000e-004		9.4700e-003	9.4700e-003		9.4700e-003	9.4700e-003	0.0000	32.8971	32.8971	2.6700e-003	5.6000e-004	33.1317

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	95.6606	0.2740	6.8700e-003	104.5568
Unmitigated	95.6606	0.2740	6.8700e-003	104.5568

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments High Rise	8.33972 / 5.25765	95.6606	0.2740	6.8700e-003	104.5568
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		95.6606	0.2740	6.8700e-003	104.5568

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			

Apartments High Rise	8.33972 / 5.25765	95.6606	0.2740	6.8700e-003	104.5568
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		95.6606	0.2740	6.8700e-003	104.5568

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	11.9521	0.7064	0.0000	29.6108
Unmitigated	11.9521	0.7064	0.0000	29.6108

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments High Rise	58.88	11.9521	0.7064	0.0000	29.6108
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000

Total		11.9521	0.7064	0.0000	29.6108
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Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments High Rise	58.88	11.9521	0.7064	0.0000	29.6108
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Total		11.9521	0.7064	0.0000	29.6108

9.0 Operational Offroad

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

Fire Pumps and Emergency Generators

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

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

Equipment Type	Number
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11.0 Vegetation

1725-1739 North Bronson Avenue Future - Los Angeles-South Coast County, Winter

1725-1739 North Bronson Avenue 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 High Rise	128.00	Dwelling Unit	0.86	234,745.00	299
Enclosed Parking with Elevator	134.00	Space	0.00	53,600.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	11			Operational Year	2024
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MW hr)	1227.89	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Developer information

Construction Phase - Developer information

Grading - Developer information

Vehicle Trips - Gibson Transportation Consulting Inc. Transportation Assessment for the Hollywood/Bronson Residential Tower Project; May 2021

Woodstoves - Conservatively assumes fireplaces for units and/or common spaces

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

Demolition - Assumes 20,426 sq ft of asphalt/concrete removed (source: project survey, assumes parcels 5545-003-014 and 5545-003-023) @ 6" depth= 583

Trips and VMT - Assumes 14 CY per haul truck, 30-mile one-way distance to landfill

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	46
tblConstructionPhase	NumDays	5.00	217.00
tblConstructionPhase	NumDays	100.00	478.00
tblConstructionPhase	NumDays	10.00	22.00
tblConstructionPhase	NumDays	2.00	21.00
tblFireplaces	NumberGas	108.80	128.00
tblFireplaces	NumberNoFireplace	12.80	0.00
tblFireplaces	NumberWood	6.40	0.00
tblGrading	AcresOfGrading	0.00	1.60
tblGrading	MaterialExported	0.00	12,000.00
tblLandUse	LandUseSquareFeet	128,000.00	234,745.00
tblLandUse	LotAcreage	2.06	0.86
tblLandUse	LotAcreage	1.21	0.00
tblLandUse	Population	366.00	299.00
tblTripsAndVMT	HaulingTripLength	20.00	30.00
tblTripsAndVMT	HaulingTripLength	20.00	30.00
tblTripsAndVMT	HaulingTripNumber	1,500.00	1,715.00
tblVehicleTrips	HO_TL	8.70	6.30
tblVehicleTrips	HO_TTP	40.60	41.00
tblVehicleTrips	HS_TL	5.90	6.30
tblVehicleTrips	HS_TTP	19.20	19.00
tblVehicleTrips	HW_TL	14.70	6.30
tblVehicleTrips	HW_TTP	40.20	40.00
tblVehicleTrips	ST_TR	4.98	3.84
tblVehicleTrips	WD_TR	4.20	3.84
tblWoodstoves	NumberCatalytic	6.40	0.00
tblWoodstoves	NumberNoncatalytic	6.40	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					
2022	1.6809	33.7700	15.2619	0.1020	3.1512	0.4258	3.5769	1.0488	0.4069	1.4557	0.0000	10,915.2800	10,915.2800	0.8636	0.0000	10,936.8695
2023	1.1664	8.2592	11.2019	0.0282	1.4263	0.3319	1.7582	0.3815	0.3054	0.6869	0.0000	2,815.6684	2,815.6684	0.4190	0.0000	2,826.1435
2024	8.2137	9.0567	13.3868	0.0330	1.6834	0.3567	2.0401	0.4496	0.3331	0.7827	0.0000	3,281.8809	3,281.8809	0.4374	0.0000	3,292.8164
Maximum	8.2137	33.7700	15.2619	0.1020	3.1512	0.4258	3.5769	1.0488	0.4069	1.4557	0.0000	10,915.2800	10,915.2800	0.8636	0.0000	10,936.8695

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					
2022	1.6809	33.7700	15.2619	0.1020	1.7960	0.4258	2.2218	0.5828	0.4069	0.9898	0.0000	10,915.2800	10,915.2800	0.8636	0.0000	10,936.8695
2023	1.1664	8.2592	11.2019	0.0282	0.8661	0.3319	1.1980	0.2439	0.3054	0.5494	0.0000	2,815.6684	2,815.6684	0.4190	0.0000	2,826.1435
2024	8.2137	9.0567	13.3868	0.0330	1.0203	0.3567	1.3770	0.2869	0.3331	0.6200	0.0000	3,281.8809	3,281.8809	0.4374	0.0000	3,292.8164
Maximum	8.2137	33.7700	15.2619	0.1020	1.7960	0.4258	2.2218	0.5828	0.4069	0.9898	0.0000	10,915.2800	10,915.2800	0.8636	0.0000	10,936.8695

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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Percent Reduction	0.00	0.00	0.00	0.00	41.18	0.00	34.96	40.76	0.00	26.19	0.00	0.00	0.00	0.00	0.00	0.00
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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	5.6406	2.2450	11.4729	0.0141		0.2302	0.2302		0.2302	0.2302	0.0000	2,729.6323	2,729.6323	0.0703	0.0497	2,746.1980
Energy	0.0349	0.2979	0.1268	1.9000e-003		0.0241	0.0241		0.0241	0.0241		380.2638	380.2638	7.2900e-003	6.9700e-003	382.5235
Mobile	0.6065	2.6095	6.6098	0.0243	2.1281	0.0193	2.1475	0.5695	0.0180	0.5874		2,481.5150	2,481.5150	0.1274		2,484.6994
Total	6.2819	5.1524	18.2094	0.0403	2.1281	0.2736	2.4018	0.5695	0.2723	0.8417	0.0000	5,591.4111	5,591.4111	0.2049	0.0567	5,613.4208

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	5.6406	2.2450	11.4729	0.0141		0.2302	0.2302		0.2302	0.2302	0.0000	2,729.6323	2,729.6323	0.0703	0.0497	2,746.1980
Energy	0.0349	0.2979	0.1268	1.9000e-003		0.0241	0.0241		0.0241	0.0241		380.2638	380.2638	7.2900e-003	6.9700e-003	382.5235
Mobile	0.6065	2.6095	6.6098	0.0243	2.1281	0.0193	2.1475	0.5695	0.0180	0.5874		2,481.5150	2,481.5150	0.1274		2,484.6994
Total	6.2819	5.1524	18.2094	0.0403	2.1281	0.2736	2.4018	0.5695	0.2723	0.8417	0.0000	5,591.4111	5,591.4111	0.2049	0.0567	5,613.4208

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
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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
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3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Grading	Grading	1/3/2022	1/31/2022	5	21	
2	Demolition	Demolition	12/1/2022	12/30/2022	5	22	
3	Building Construction	Building Construction	2/1/2023	11/29/2024	5	478	
4	Architectural Coating	Architectural Coating	2/1/2024	11/29/2024	5	217	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 1.6

Acres of Paving: 0

Residential Indoor: 475,359; Residential Outdoor: 158,453; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 3,216

OffRoad Equipment

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

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	69.00	14.70	6.90	30.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	1,715.00	14.70	6.90	30.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	115.00	22.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	23.00	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 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.8982	0.0000	0.8982	0.4323	0.0000	0.4323			0.0000			0.0000
Off-Road	0.7094	6.4138	7.4693	0.0120		0.3375	0.3375		0.3225	0.3225		1,147.9025	1,147.9025	0.2119		1,153.2001
Total	0.7094	6.4138	7.4693	0.0120	0.8982	0.3375	1.2357	0.4323	0.3225	0.7548		1,147.9025	1,147.9025	0.2119		1,153.2001

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	0.9267	27.3267	7.4534	0.0889	2.1412	0.0874	2.2285	0.5869	0.0836	0.6704		9,663.9206	9,663.9206	0.6488		9,680.1413
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	0.0448	0.0295	0.3392	1.0400e-003	0.1118	8.7000e-004	0.1127	0.0296	8.1000e-004	0.0305		103.4570	103.4570	2.8500e-003		103.5282
Total	0.9715	27.3561	7.7926	0.0900	2.2530	0.0882	2.3412	0.6165	0.0844	0.7009		9,767.3776	9,767.3776	0.6517		9,783.6694

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					0.3328	0.0000	0.3328	0.1602	0.0000	0.1602			0.0000			0.0000
Off-Road	0.7094	6.4138	7.4693	0.0120		0.3375	0.3375		0.3225	0.3225	0.0000	1,147.9025	1,147.9025	0.2119		1,153.2001
Total	0.7094	6.4138	7.4693	0.0120	0.3328	0.3375	0.6703	0.1602	0.3225	0.4827	0.0000	1,147.9025	1,147.9025	0.2119		1,153.2001

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	0.9267	27.3267	7.4534	0.0889	1.3962	0.0874	1.4835	0.4040	0.0836	0.4876		9,663.9206	9,663.9206	0.6488		9,680.1413
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	0.0448	0.0295	0.3392	1.0400e-003	0.0671	8.7000e-004	0.0680	0.0187	8.1000e-004	0.0195		103.4570	103.4570	2.8500e-003		103.5282
Total	0.9715	27.3561	7.7926	0.0900	1.4633	0.0882	1.5515	0.4227	0.0844	0.5071		9,767.3776	9,767.3776	0.6517		9,783.6694

3.3 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.6809	0.0000	0.6809	0.1031	0.0000	0.1031			0.0000			0.0000
Off-Road	0.7094	6.4138	7.4693	0.0120		0.3375	0.3375		0.3225	0.3225		1,147.9025	1,147.9025	0.2119		1,153.2001
Total	0.7094	6.4138	7.4693	0.0120	0.6809	0.3375	1.0184	0.1031	0.3225	0.4256		1,147.9025	1,147.9025	0.2119		1,153.2001

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	0.0356	1.0495	0.2862	3.4200e-003	0.0822	3.3500e-003	0.0856	0.0225	3.2100e-003	0.0258		371.1376	371.1376	0.0249		371.7605
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	0.0448	0.0295	0.3392	1.0400e-003	0.1118	8.7000e-004	0.1127	0.0296	8.1000e-004	0.0305		103.4570	103.4570	2.8500e-003		103.5282
Total	0.0804	1.0789	0.6254	4.4600e-003	0.1940	4.2200e-003	0.1982	0.0522	4.0200e-003	0.0562		474.5945	474.5945	0.0278		475.2887

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					0.2523	0.0000	0.2523	0.0382	0.0000	0.0382			0.0000			0.0000
Off-Road	0.7094	6.4138	7.4693	0.0120		0.3375	0.3375		0.3225	0.3225	0.0000	1,147.9025	1,147.9025	0.2119		1,153.2001
Total	0.7094	6.4138	7.4693	0.0120	0.2523	0.3375	0.5898	0.0382	0.3225	0.3607	0.0000	1,147.9025	1,147.9025	0.2119		1,153.2001

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	0.0356	1.0495	0.2862	3.4200e-003	0.0536	3.3500e-003	0.0570	0.0155	3.2100e-003	0.0187		371.1376	371.1376	0.0249		371.7605
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	0.0448	0.0295	0.3392	1.0400e-003	0.0671	8.7000e-004	0.0680	0.0187	8.1000e-004	0.0195		103.4570	103.4570	2.8500e-003		103.5282
Total	0.0804	1.0789	0.6254	4.4600e-003	0.1207	4.2200e-003	0.1249	0.0342	4.0200e-003	0.0382		474.5945	474.5945	0.0278		475.2887

3.4 Building Construction - 2023

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	0.6322	6.4186	7.0970	0.0114		0.3203	0.3203		0.2946	0.2946		1,104.6089	1,104.6089	0.3573		1,113.5402

Total	0.6322	6.4186	7.0970	0.0114		0.3203	0.3203		0.2946	0.2946		1,104.6089	1,104.6089	0.3573		1,113.5402
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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	0.0490	1.5343	0.5196	5.2700e-003	0.1409	1.8700e-003	0.1427	0.0406	1.7900e-003	0.0423		564.8309	564.8309	0.0323		565.6372
Worker	0.4852	0.3064	3.5853	0.0115	1.2854	9.7800e-003	1.2952	0.3409	9.0000e-003	0.3499		1,146.2287	1,146.2287	0.0295		1,146.9661
Total	0.5342	1.8406	4.1049	0.0168	1.4263	0.0117	1.4379	0.3815	0.0108	0.3922		1,711.0595	1,711.0595	0.0618		1,712.6033

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	0.6322	6.4186	7.0970	0.0114		0.3203	0.3203		0.2946	0.2946	0.0000	1,104.6089	1,104.6089	0.3573		1,113.5402
Total	0.6322	6.4186	7.0970	0.0114		0.3203	0.3203		0.2946	0.2946	0.0000	1,104.6089	1,104.6089	0.3573		1,113.5402

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	0.0490	1.5343	0.5196	5.2700e-003	0.0947	1.8700e-003	0.0966	0.0292	1.7900e-003	0.0310		564.8309	564.8309	0.0323		565.6372
Worker	0.4852	0.3064	3.5853	0.0115	0.7714	9.7800e-003	0.7812	0.2147	9.0000e-003	0.2237		1,146.2287	1,146.2287	0.0295		1,146.9661
Total	0.5342	1.8406	4.1049	0.0168	0.8661	0.0117	0.8777	0.2439	0.0108	0.2547		1,711.0595	1,711.0595	0.0618		1,712.6033

3.4 Building Construction - 2024

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	0.5950	5.9739	7.0675	0.0114		0.2824	0.2824		0.2598	0.2598		1,104.9834	1,104.9834	0.3574		1,113.9177
Total	0.5950	5.9739	7.0675	0.0114		0.2824	0.2824		0.2598	0.2598		1,104.9834	1,104.9834	0.3574		1,113.9177

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	0.0478	1.5288	0.5038	5.2500e-003	0.1409	1.8400e-003	0.1427	0.0406	1.7600e-003	0.0423		562.6403	562.6403	0.0318		563.4343
Worker	0.4604	0.2793	3.3378	0.0111	1.2854	9.6300e-003	1.2951	0.3409	8.8700e-003	0.3498		1,110.6743	1,110.6743	0.0270		1,111.3501
Total	0.5082	1.8081	3.8416	0.0164	1.4263	0.0115	1.4378	0.3815	0.0106	0.3921		1,673.3146	1,673.3146	0.0588		1,674.7844

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	0.5950	5.9739	7.0675	0.0114		0.2824	0.2824		0.2598	0.2598	0.0000	1,104.9834	1,104.9834	0.3574		1,113.9177
Total	0.5950	5.9739	7.0675	0.0114		0.2824	0.2824		0.2598	0.2598	0.0000	1,104.9834	1,104.9834	0.3574		1,113.9177

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	0.0478	1.5288	0.5038	5.2500e-003	0.0947	1.8400e-003	0.0965	0.0292	1.7600e-003	0.0310		562.6403	562.6403	0.0318		563.4343
Worker	0.4604	0.2793	3.3378	0.0111	0.7714	9.6300e-003	0.7810	0.2147	8.8700e-003	0.2236		1,110.6743	1,110.6743	0.0270		1,111.3501
Total	0.5082	1.8081	3.8416	0.0164	0.8661	0.0115	0.8776	0.2440	0.0106	0.2546		1,673.3146	1,673.3146	0.0588		1,674.7844

3.5 Architectural Coating - 2024

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	6.8376					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	7.0184	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443

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	0.0921	0.0559	0.6676	2.2300e-003	0.2571	1.9300e-003	0.2590	0.0682	1.7700e-003	0.0700		222.1349	222.1349	5.4100e-003		222.2700
Total	0.0921	0.0559	0.6676	2.2300e-003	0.2571	1.9300e-003	0.2590	0.0682	1.7700e-003	0.0700		222.1349	222.1349	5.4100e-003		222.2700

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	6.8376					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	7.0184	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443

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	0.0921	0.0559	0.6676	2.2300e-003	0.1543	1.9300e-003	0.1562	0.0429	1.7700e-003	0.0447		222.1349	222.1349	5.4100e-003		222.2700
Total	0.0921	0.0559	0.6676	2.2300e-003	0.1543	1.9300e-003	0.1562	0.0429	1.7700e-003	0.0447		222.1349	222.1349	5.4100e-003		222.2700

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	0.6065	2.6095	6.6098	0.0243	2.1281	0.0193	2.1475	0.5695	0.0180	0.5874		2,481.5150	2,481.5150	0.1274	2,484.6994
Unmitigated	0.6065	2.6095	6.6098	0.0243	2.1281	0.0193	2.1475	0.5695	0.0180	0.5874		2,481.5150	2,481.5150	0.1274	2,484.6994

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments High Rise	491.52	491.52	467.20	993,811	993,811
Enclosed Parking with Elevator	0.00	0.00	0.00		
Total	491.52	491.52	467.20	993,811	993,811

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 High Rise	6.30	6.30	6.30	40.00	19.00	41.00	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments High Rise	0.545348	0.044620	0.206559	0.118451	0.015002	0.006253	0.020617	0.031756	0.002560	0.002071	0.005217	0.000696	0.000850
Enclosed Parking with Elevator	0.545348	0.044620	0.206559	0.118451	0.015002	0.006253	0.020617	0.031756	0.002560	0.002071	0.005217	0.000696	0.000850

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					
Natural Gas Mitigated	0.0349	0.2979	0.1268	1.9000e-003		0.0241	0.0241		0.0241	0.0241		380.2638	380.2638	7.2900e-003	6.9700e-003	382.5235
Natural Gas Unmitigated	0.0349	0.2979	0.1268	1.9000e-003		0.0241	0.0241		0.0241	0.0241		380.2638	380.2638	7.2900e-003	6.9700e-003	382.5235

5.2 Energy by Land Use - Natural Gas

Unmitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments High Rise	3232.24	0.0349	0.2979	0.1268	1.9000e-003		0.0241	0.0241		0.0241	0.0241		380.2638	380.2638	7.2900e-003	6.9700e-003	382.5235
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0349	0.2979	0.1268	1.9000e-003		0.0241	0.0241		0.0241	0.0241		380.2638	380.2638	7.2900e-003	6.9700e-003	382.5235

Mitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments High Rise	3.23224	0.0349	0.2979	0.1268	1.9000e-003		0.0241	0.0241		0.0241	0.0241		380.2638	380.2638	7.2900e-003	6.9700e-003	382.5235

Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0349	0.2979	0.1268	1.9000e-003		0.0241	0.0241		0.0241	0.0241		380.2638	380.2638	7.2900e-003	6.9700e-003	382.5235

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	5.6406	2.2450	11.4729	0.0141		0.2302	0.2302		0.2302	0.2302	0.0000	2,729.6323	2,729.6323	0.0703	0.0497	2,746.1980
Unmitigated	5.6406	2.2450	11.4729	0.0141		0.2302	0.2302		0.2302	0.2302	0.0000	2,729.6323	2,729.6323	0.0703	0.0497	2,746.1980

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.4065					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.6669					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.2485	2.1233	0.9035	0.0136		0.1717	0.1717		0.1717	0.1717	0.0000	2,710.5882	2,710.5882	0.0520	0.0497	2,726.6959

Landscaping	0.3187	0.1217	10.5694	5.6000e-004		0.0586	0.0586		0.0586	0.0586		19.0440	19.0440	0.0183		19.5021
Total	5.6406	2.2450	11.4729	0.0141		0.2302	0.2302		0.2302	0.2302	0.0000	2,729.6323	2,729.6323	0.0703	0.0497	2,746.1980

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.4065					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.6669					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.2485	2.1233	0.9035	0.0136		0.1717	0.1717		0.1717	0.1717	0.0000	2,710.5882	2,710.5882	0.0520	0.0497	2,726.6959
Landscaping	0.3187	0.1217	10.5694	5.6000e-004		0.0586	0.0586		0.0586	0.0586		19.0440	19.0440	0.0183		19.5021
Total	5.6406	2.2450	11.4729	0.0141		0.2302	0.2302		0.2302	0.2302	0.0000	2,729.6323	2,729.6323	0.0703	0.0497	2,746.1980

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
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

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

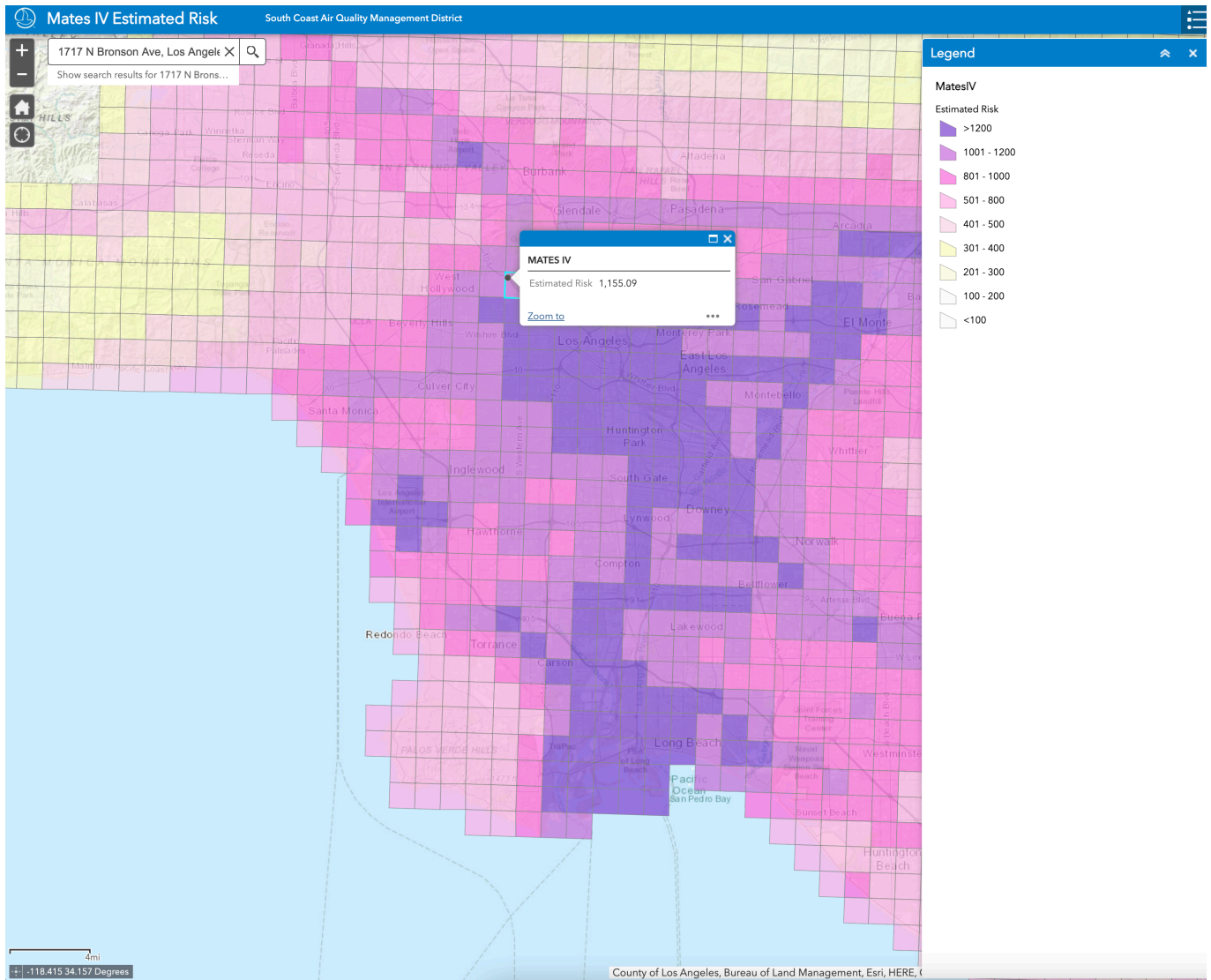
Equipment Type	Number
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11.0 Vegetation



DOUGLASKIM+ASSOCIATES,LLC

MATES IV TOXIC EMISSIONS OVERVIEW





DOUGLASKIM+ASSOCIATES,LLC

CALENVIROSCREEN 3.0 OUTPUT

High Pollution, Low Population

1 - 10% (Lowest Scores)

11 - 20%

21 - 30%

31 - 40%

11 50%

41 - 50%

61 - 70%

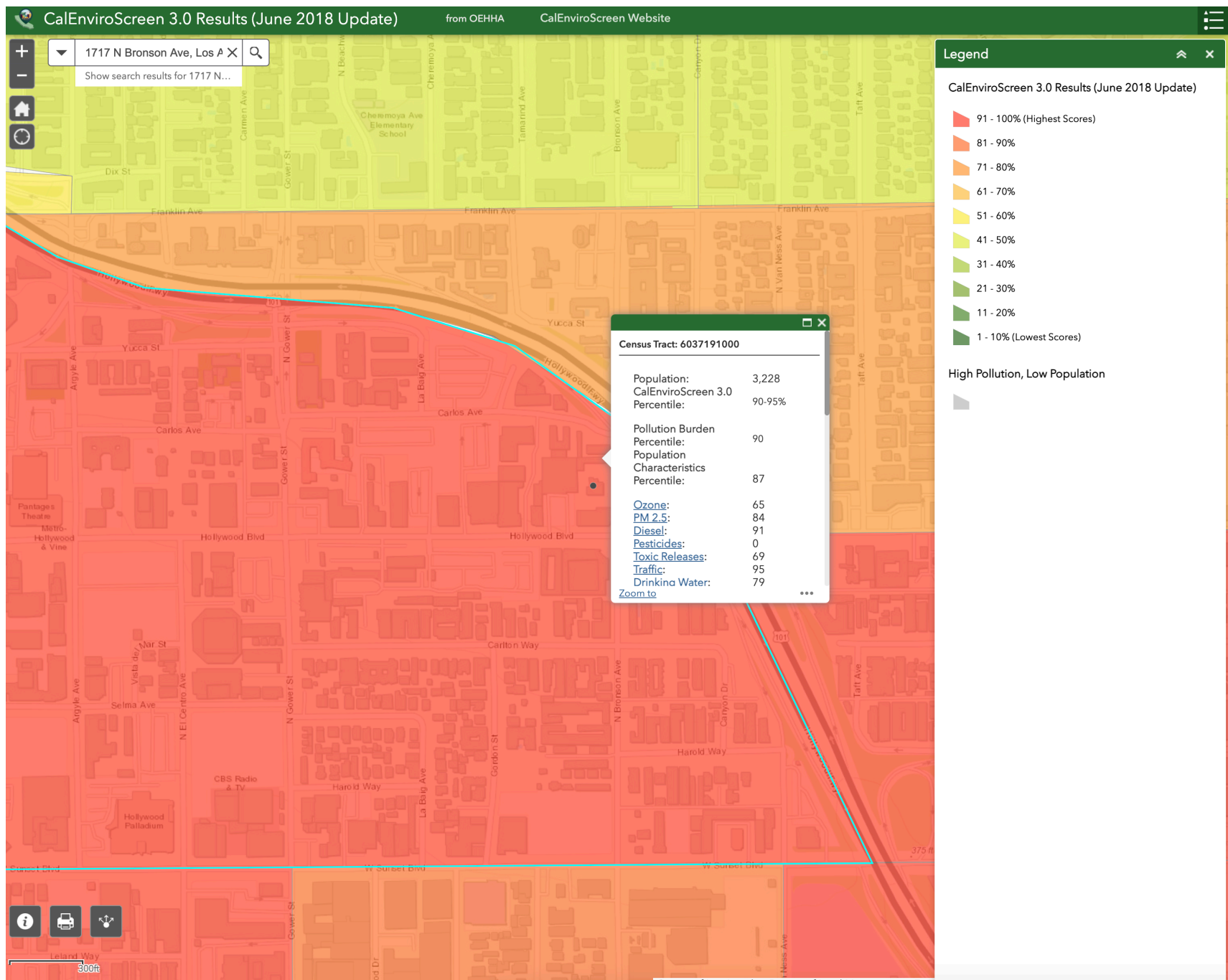
71 - 80%

71 - 80%

81 - 90%

91 - 100% (Highest Scores)

County of Los Angeles, Bureau of Land Management, Esri, HERE,
Garmin, USGS, NGA, EPA, USDA, NPS



APPENDIX E – HISTORICAL RESOURCES MEMO



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January 5, 2022

Mr. Michael Gonzales, Shareholder
Gonzales Law Group APC
800 Wilshire Blvd., Suite 860
Los Angeles, CA 90017

Subject: Plan Review and Impacts Analysis for 1715 – 1739 Bronson Avenue

Dear Michael,

Environmental Science Associates (ESA) appreciates the opportunity to submit this letter report (Report) which summarizes and documents the results of a Historic Resources Impacts Analysis for the proposed construction of a residential tower at 1715 – 1739 N Bronson Avenue in the community of Hollywood, Los Angeles, California. The proposed construction could result in potential adverse impacts to historical resources within as well as adjacent to the Project Site, and the Project must be designed to conform to the Secretary of the Interior's Standards for Rehabilitation (Standards) for compliance with CEQA.

1. Methods

This analysis in this letter report was conducted by ESA personnel who meet and exceed the Secretary of the Interior's Professional Qualification Standards in history and architectural history. The key steps taken in completing this assessment and impact analysis are listed below.

The historical resources evaluation involved a review of the National Register and its annual updates, the California Register, the Statewide Historical Resources Inventory database maintained by the State Office of Historic Preservation ("OHP") and the California Historical Resources Information System ("CHRIS"), and the City of Los Angeles's inventory of historic properties to identify any previously recorded properties within or near the Project Site, as well as environmental review assessments for other projects in the vicinity. In addition, the following tasks were performed for the study:

- Searched records of the National Register, California Register, California Historic Resources Inventory Database, and City of Los Angeles City Historic-Cultural Monuments designations.
- Examined other properties in the area that exhibited potential architectural and/or historical associations. Conducted site-specific research on the properties utilizing building permits, assessor's records, Sanborn fire insurance maps, and previous survey information.

- Reviewed and analyzed ordinance, statutes, regulations, bulletins, and technical materials relating to federal, state, and local historic preservation, designation assessment processes, and related programs.
- Evaluated potential historic resources based upon criteria used by the National Register, California Register, and City of Los Angeles Cultural Heritage Ordinance.
- Assessed the Project against the CEQA thresholds for determining the significance of impacts to historical resources.

2. Project Site

The Project Site is located at the northeast corner of North Bronson Avenue and Carlos Avenue, on a developed block bounded to the south by Hollywood Boulevard, North Bronson Avenue to the east, North Gower Street to the west, and Carlos Avenue to the north. The block is developed primarily with commercial/industrial buildings along Hollywood Boulevard with a few multi-family residential buildings on the north half. The Project Site fronts on the west side of Bronson Avenue, and consists of three parcels: APN 5545-003-029, which currently is improved by 1717 Bronson Avenue (Lombardi House) a two-story building that dates to 1905, and APN 5545-003-023 and 5545-003-014, which constitute a large parking lot with multiple legal addresses between 1725 – 1739 Bronson Avenue. The Hollywood Freeway (101) is immediately north of Carlos Avenue and is directly visible from the Project Site. The closest parcel to the north is 5917-5919 Carlos Avenue, a multi-family residence built in 1941 located approximately 100 feet to the west. 5901 Hollywood Boulevard (APN 5545-003-016) sits immediately south of the Project Site and is improved with a one-story commercial structure that contains Atomic Tattoo & Body Piercing and other retail. Directly to the west is 12 Carlos Way, which is also a parking lot, and to the west of 12 Carlos Way is Hollywood Silvercrest, a seven-story residential building owned by the Housing Authority. To the southwest is 5925 Hollywood Boulevard, the Hollywood branch of the Los Angeles Superior Court

3. Project Description

The proposed Project is a twenty-four-story residential tower with 128 dwelling units, three levels of above-ground parking and one level of subterranean parking. The proposed building is 275 feet high, with a four-story podium and nineteen floors above, and will contain 229,015 square feet. The roof deck will contain a common open space that includes a pool and deck, an outdoor lounge, and a recreation room/clubhouse. HVAC and other mechanical equipment on the roof will be covered by a screen. No specific Project design features are proposed with regards to cultural resources. The direct viewshed from Lombardi House will be of the building's podium, which will be clad in smooth-finish plaster and 20 new trees will be planted as part of the Project.

The Project Site is located within the Hollywood Redevelopment Area, located approximately six miles northwest of the Los Angeles Civic Center at the foot of the Hollywood Hills, and generally bounded by

Franklin Avenue on the north, Serrano Avenue on the east, Santa Monica Boulevard and Fountain Avenue on the south and La Brea Avenue on the west. The Redevelopment Plan for the area sets forth an array of goals that include encouraging economic development; promoting and retaining the entertainment industry; revitalizing the historic core; preserving and expanding housing for all income groups; meeting social needs of area residents; providing urban design guidelines; and preserving historically significant structures.

4. Regulatory Setting

Numerous laws and regulations require federal, State, and local agencies to consider the effects a project may have on cultural resources. These laws and regulations stipulate a process for compliance, define the responsibilities of the various agencies proposing the action, and prescribe the relationship among other involved agencies.

A. Historical Architectural and Archaeological Resources

Historic and archaeological resources are governed by federal, State, and local (i.e., City of Los Angeles) regulations that provide the framework for the identification and protection of these resources. The National Historic Preservation Act (NHPA) and the California Environmental Quality Act (CEQA) are the primary regulations governing historic and archaeological resources in California. Regulations governing historic resources are also applicable to archaeological resources since the latter are also considered historic resources. Regulations applicable to historic and archaeological resources are discussed below.

I. Federal

1) National Historic Preservation Act

The principal federal law addressing historic properties is the National Historic Preservation Act (NHPA), as amended,¹ and its implementing regulations.² The term “historic properties” refers to “any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register”.³

2) National Register of Historic Places

The National Register of Historic Places (National Register) was established by the NHPA of 1966, as “an authoritative guide to be used by federal, State, and local governments, private groups and citizens to identify the Nation’s historic resources and to indicate what properties should be considered for protection from destruction or impairment”^{4,5} The National Register recognizes a broad range of cultural

¹ 54 United States Code of Laws [USC] 300101 et seq.

² 36 Code of Federal Regulations (CFR) Part 800

³ 36 CFR Part 800.16(1)(1)

⁴ U.S. Department of the Interior, *National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation*, National Park Service, Washington, D.C., 1997, pp. 7 and 8.

⁵ U.S. Department of the Interior, *National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation*, National Park Service, Washington, D.C., 1997, pp. 7 and 8.

resources that are significant at the national, State, and local levels and can include districts, buildings, structures, objects, prehistoric archaeological sites, historic-period archaeological sites, traditional cultural properties, and cultural landscapes.

a) Criteria

To be eligible for listing in the National Register, a property must be significant in American history, architecture, archaeology, engineering, or culture. Properties of potential significance must meet one or more of the following four established criteria:

- A. Are associated with events that have made a significant contribution to the broad patterns of our history;
- B. Are associated with the lives of persons significant in our past;
- C. Embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. Have yielded, or may be likely to yield, information important in prehistory or history.

b) Context

To be eligible for listing in the National Register, a property must be significant within a historic context. National Register Bulletin #15 states that the significance of a historic property can be judged only when it is evaluated within its historic context. Historic contexts are “those patterns, themes, or trends in history by which a specific...property or site is understood and its meaning...is made clear.”⁶ A property must represent an important aspect of the area’s history or prehistory and possess the requisite integrity to qualify for the National Register.

c) Integrity

In addition to meeting one or more of the criteria of significance, a property must have integrity. Integrity is defined as “the ability of a property to convey its significance”.⁷ The National Register recognizes seven qualities that, in various combinations, define integrity. The seven factors that define integrity are location, design, setting, materials, workmanship, feeling, and association. To retain historic integrity a property must possess several, and usually most, of these seven aspects. Thus, the retention of the specific aspects of integrity is paramount for a property to convey its significance.

⁶ U.S. Department of the Interior, *National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation*, National Park Service, Washington, D.C., 1997, pp. 7 and 8.

⁷ U.S. Department of the Interior, *National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation*, National Park Service, Washington, D.C., 2002, p. 44.

d) Criteria Considerations

Certain types of properties, including religious properties, moved properties, birthplaces or graves, cemeteries, reconstructed properties, commemorative properties, and properties that have achieved significance within the past 50 years are not considered eligible for the National Register unless they meet one of the seven categories of Criteria Consideration A through G, in addition to meeting at least one of the four significance criteria discussed above, and possess integrity as defined above.⁸ Criteria Consideration G states that "a property achieving significance within the last 50 years is eligible if it is of exceptional importance". This is intended to prevent the listing of properties for which insufficient time may have passed to allow the proper evaluation of its historical importance.⁹

II. State

1) California Environmental Quality Act

CEQA is the principal statute governing environmental review of projects occurring in the state and is codified at Public Resources Code (PRC) Section 21000 et seq. CEQA requires lead agencies to determine if a proposed project would have a significant effect on the environment, including significant effects on historical or unique archaeological resources. Under PRC Section 21084.1, a project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment.

The CEQA Guidelines (Title 14 California Code of Regulations [CCR] Section 15064.5) recognize that historical resources include: (1) a resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (California Register); (2) a resource included in a local register of historical resources, as defined in PRC Section 5020.1(k) or identified as significant in a historical resource survey meeting the requirements of PRC Section 5024.1(g); and (3) any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California by the lead agency, provided the lead agency's determination is supported by substantial evidence in light of the whole record. The fact that a resource does not meet the three criteria outlined above does not preclude the lead agency from determining that the resource may be a historical resource as defined in PRC Section 5020.1(j) or 5024.1, provided the determination is supported by substantial evidence.

If a lead agency determines that an archaeological site is a historical resource, the provisions of PRC Section 21084.1 and CEQA Guidelines Section 15064.5 apply. If an archaeological site does not meet the criteria for a historical resource contained in the CEQA Guidelines, then the site may be treated in accordance with the provisions of PRC Section 21083, which is as a unique archaeological resource. As defined in PRC Section 21083.2 a "unique" archaeological resource is an archaeological artifact, object,

⁸ U.S. Department of the Interior, *National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation*, National Park Service, Washington, D.C., 2002, p. 25.

⁹ U.S. Department of the Interior, *National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation*, 1997, p. 41.

or site, about which it can be clearly demonstrated that without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

- Contains information needed to answer important scientific research questions and there is a demonstrable public interest in that information;
- Has a special and particular quality such as being the oldest of its type or the best available example of its type; or,
- Is directly associated with a scientifically recognized important prehistoric or historic event or person.

If an archaeological site meets the criteria for a unique archaeological resource as defined in PRC Section 21083.2, then the site is to be treated in accordance with the provisions of PRC Section 21083.2, which state that if the lead agency determines that a project would have a significant effect on unique archaeological resources, the lead agency may require reasonable efforts be made to permit any or all of these resources to be preserved in place (PRC Section 21083.1(a)). If preservation in place is not feasible, mitigation measures shall be required. The CEQA Guidelines note that if an archaeological resource is neither a unique archaeological nor a historical resource, the effects of the project on those resources shall not be considered a significant effect on the environment (CEQA Guidelines Section 15064.5(c)(4)).

A significant effect under CEQA would occur if a project results in a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5(a). Substantial adverse change is defined as “physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired” (CEQA Guidelines Section 15064.5(b)(1)). According to CEQA Guidelines Section 15064.5(b)(2), the significance of a historical resource is materially impaired when a project demolishes or materially alters in an adverse manner those physical characteristics that:

- Convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register; or
- Account for its inclusion in a local register of historical resources pursuant to PRC Section 5020.1(k) or its identification in a historical resources survey meeting the requirements of PRC Section 5024.1(g), unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or
- Convey its historical significance and that justify its eligibility for inclusion in the California Register as determined by a Lead Agency for purposes of CEQA.

In general, a project that complies with the Secretary of the Interior’s Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings (Standards) or the Secretary of the Interior’s Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (Guidelines) shall be considered to have mitigated its impacts to historical resources to a less-than-significant level (CEQA Guidelines Section 15064.5(b)(3)). Both

Secretary of the Interior Standards were codified in the Federal Register in 1995. The Standards and Guidelines are a series of concepts about maintaining, repairing, and replacing historic materials, as well as designing new additions or making alterations.¹⁰ The Standards comprise four different treatment approaches— preservation, rehabilitation, restoration, and reconstruction—each with their own set of standards (ranging from six to ten standards). Depending on the project, either preservation, rehabilitation, restoration, reconstruction, or a combination of the above may be required to mitigate a project under CEQA. The Standards for Rehabilitation are applicable to most rehabilitation and adaptive reuse projects involving continuation of existing use or changes in use. Standards 1 through 7 govern the use, repair and preservation of historic properties. Standard 8 is for significant archaeological resources. Standard 9 governs new additions, exterior alterations, or related new construction, and requires that the new work be differentiated from the old, and that it shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment. Standard 10 governs new additions and adjacent or related new construction and requires that new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

2) California Register of Historical Resources

The California Register is “an authoritative listing and guide to be used by State and local agencies, private groups, and citizens in identifying the existing historical resources of the State and to indicate which resources deserve to be protected, to the extent prudent and feasible, from substantial adverse change” (PRC Section 5024.1[a]). The criteria for eligibility for the California Register are based upon National Register criteria (PRC Section 5024.1[b]). Certain resources are determined by the statute to be automatically included in the California Register, including California properties formally determined eligible for, or listed in, the National Register.

To be eligible for the California Register, a prehistoric or historic-period property must be significant at the federal, state, and/or local level under one or more of the following four criteria:

- Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
- Is associated with the lives of persons important in our past;
- Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
- Has yielded, or may be likely to yield, information important in prehistory or history.

A resource eligible for the California Register must meet one of the criteria of significance described above and retain enough of its historic character or appearance (integrity) to be recognizable as a

¹⁰ U.S. Department of the Interior National Park Service – Technical Preservation Services, *The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring & Reconstructing Historic Buildings*, 2017, p. 2.

historical resource and to convey the reason for its significance. It is possible that a historic resource may not retain sufficient integrity to meet the criteria for listing in the National Register, but it may still be eligible for listing in the California Register.

Additionally, the California Register consists of resources that are listed automatically and those that must be nominated through an application and public hearing process. The California Register automatically includes the following:

- California properties listed on the National Register and those formally determined eligible for the National Register;
- California Registered Historical Landmarks from No. 770 onward; and
- Those California Points of Historical Interest that have been evaluated by the OHP and have been recommended to the State Historical Commission for inclusion on the California Register.

Other resources that may be nominated to the California Register include:

- Historical resources with a significance rating of Category 3 through 5 (those properties identified as eligible for listing in the National Register, the California Register, and/or a local jurisdiction register);
- Individual historical resources;
- Historical resources contributing to historic districts; and
- Historical resources designated or listed as local landmarks, or designated under any local ordinance, such as an historic preservation overlay zone.

3) California Health and Safety Code Section 7050.5

California Health and Safety Code Section 7050.5 requires that in the event human remains are discovered, the County Coroner be contacted to determine the nature of the remains. In the event the remains are determined to be Native American in origin, the Coroner is required to contact the Native American Heritage Commission (NAHC) within 24 hours to relinquish jurisdiction.

4) Public Resources Code Section 5097.98

PRC Section 5097.98, as amended by Assembly Bill (AB) 2641, provides procedures in the event human remains of Native American origin are discovered during project implementation. PRC Section 5097.98 requires that no further disturbances occur in the immediate vicinity of the discovery, that the discovery is adequately protected according to generally accepted cultural and archaeological standards, and that further activities take into account the possibility of multiple burials. PRC Section 5097.98 further requires the NAHC, upon notification by a County Coroner, designate and notify a Most Likely Descendant (MLD) regarding the discovery of Native American human remains. Once the MLD has been granted access to the site by the landowner and has inspected the discovery, the MLD has 48 hours to provide

recommendations to the landowner for the treatment of the human remains and any associated grave goods.

In the event that no descendant is identified, or the descendant fails to make a recommendation for disposition, or if the landowner rejects the recommendation of the descendant, the landowner may, with appropriate dignity, reinter the remains and burial items on the property in a location that will not be subject to further disturbance.

III. Local

1. Los Angeles Cultural Heritage Ordinance

In addition to the National Register and the California Register, two additional types of historic designations may apply at a local level, including designation of a Historic-Cultural Monument (HCM) and classification of an Historic Preservation Overlay Zone (HPOZ). Of these, the designation of an HCM is relevant to this Project and is discussed below.

The Los Angeles City Council adopted the Cultural Heritage Ordinance in 1962 and amended it in 2007 (Los Angeles Administrative Code, Chapter 9, Division 22, Article 1, Section 22.171.7). The Cultural Heritage Ordinance was revised in 2018 (Ordinance No. 185472, amending Section 22.171 of Article 1, Chapter 9, Division 22 of the Los Angeles Administrative Code).¹¹ The Cultural Heritage Ordinance establishes criteria for designating a local historical resource as an HCM. According to the Cultural Heritage Ordinance, an HCM is any site (including significant trees or other plant life located on the site), building, or structure of particular historic or cultural significance to the City. HCMs are regulated by the City's Cultural Heritage Commission and the City Council.

The Cultural Heritage Ordinance states that a Historic-Cultural Monument designation is reserved for those resources that have a special aesthetic, architectural, or engineering interest or value of a historic nature and meet one of the criteria that follows:

- [It] is identified with important events of national, state, or local history, or exemplifies significant contributions to the broad cultural, economic or social history of the nation, state, city or community;
- [It] is associated with the lives of historic personages important to national, state, city, or local history; or
- [It] embodies the distinctive characteristics of a style, type, period or method of construction; or represents a notable work of a master designer, builder, or architect whose individual genius influenced his or her age.¹²

Designation recognizes the unique architectural value of certain structures and helps to protect their distinctive qualities. Any interested individual or group may submit nominations for HCM status. Buildings

¹¹ City of Los Angeles, Office of Historic Resources, Cultural Heritage No. 185472, 2018, p. 1.

¹² City of Los Angeles Department of City Planning, Office of Historic Resources, "What Makes a Resource Historically Significant?" 2009, <https://preservation.lacity.org/commission/what-makes-resource-historically-significant>, accessed January 14, 2019.

may be eligible for HCM status if they retain their historic design and materials. Those that are intact examples of past architectural styles or that have historic associations may meet the criteria listed in the Cultural Heritage Ordinance.

The Los Angeles Cultural Heritage Ordinance provides that compliance with the Standards is part of the process for review and approval by the Cultural Heritage Commission of proposed alterations to HCMs (see Los Angeles Administrative Code Section 22.171.14.a.1). Therefore, the Standards are used for regulatory approvals for designated resources but not for resource evaluations.

2. Los Angeles Municipal Code Section 91.106.4.5 (Permits for Historical and Cultural Buildings)

In addition, Los Angeles Municipal Code (LAMC) Section 91.106.4, which deals with permits, contains a provision for permits for historical and cultural buildings. This subsection states Los Angeles Department of Building and Safety Department (LADBS) “shall not issue a permit to demolish, alter or remove a building or structure of historical, archaeological or architectural consequence if such building or structure has been officially designated, or has been determined by state or federal action to be eligible for designation, on the National Register of Historic Places, or has been included on the City of Los Angeles list of Historic-Cultural monuments, without the department having first determined whether the demolition, alteration or removal may result in the loss of or serious damage to a significant historical or cultural asset.” Furthermore, pursuant to LAMC Section 91.106.4.5.1, LADBS “shall not issue a building permit for demolition of a building or structure for which the original building permit was issued more than 45 years prior to the date of submittal of the application for demolition pre-inspection, or where information submitted with the application indicates that the building or structure is more than 45 years old based on the date the application is submitted,” without having first provided the required notice and taken the required actions at least 30 days prior to issuance of the demolition of building or structure permit. The required notice involves the department sending written notice of the demolition pre-inspection application via U.S. mail to the abutting property owners and occupants, as well as the Council District Office and Certified Neighborhood Council Office representing the site, for which a demolition pre-inspection has been proposed for a building or structure.

Additionally, any interested individual may apply for a proposed designation of a Historic Cultural Monument. Upon the determination by the Planning Director that the application is complete—or upon initiation by City Council, Cultural Heritage Commission, or Planning Director—no permit for the demolition substantial alteration, or removal shall be issued. The site, building, or structure, regardless of whether a permit exists, shall not be demolished, pending final determination by the Commission and City Council whether the proposed site, building, or object or structure shall be designated a Historic-Cultural Monument, pursuant to Cultural Heritage Ordinance No. 185472, amending Section 22.171 of the Los Angeles Administrative Code. Also, if the property has been previously identified in a survey or has been nominated for designation and it is determined by the City that a project is subject to CEQA review, the City may require preparation of a historical resource assessment report and CEQA impacts analysis, pursuant to CEQA Guidelines Section 15064.5, prior to issuance of a demolition permit. Once

the process pursuant to LAMC Section 91.106.4.5.1 is completed, the LADBS will then be able to issue the applicable permits.

5. Identification of Historic Properties Affected

A. Historic Properties on Project Site

For the purposes of CEQA, there is one previously identified eligible historical resource recorded within the Project Site, Lombardi House, which could be directly impacted by the Project as the result of alteration to its immediate surroundings. Lombardi House, located at 1717 Bronson Avenue, is a two-story, multi-family residential property. The residence was originally built as a single-family dwelling circa 1904 – 1905, in the Shingle style with deep gables, steeply pitched roof, and a wrap-around porch. It was later modified into the Colonial Revival style c. 1930 and reoriented to face east onto Bronson Avenue. The building was extensively renovated in 2012, with many architectural details reconstructed at this time.

The wood-frame residence is set back from the east property line by an extensive front lawn with tall, mature trees enclosed by a tall hedge. There are smaller fruit trees and bushes scattered around the property. The building has an asymmetrical footprint, with a cross-gabled roof covered in asphalt shingles and exteriors clad in beveled wood clapboard siding. The main entry is at the north end of the east façade, under a two-story portico with thin, square columns supporting a full-length widow's walk at the attic level, in front of the east-facing gable. Underneath the widow's walk at the second level is a partial-length balcony supported by carved brackets, accessible through a pair of French doors with sidelights at the second level. Below the balcony is a single-leaf, wood-paneled entry door with 4-pane vertical sidelights and a fanlight transom.

The southern end of the front elevation has a gable at the second level with a bay window of three 1/1 wood sash with a pent roof, and a small 1:1 clerestory window with a fanlight at the attic level. Below are three casement windows with sidelights, separated by engaged columns, and an attached wooden railing that mimics the original wrap-around porch that previously existed in this location. The faux porch railing continues around the southwest corner and along the southern elevation, interrupted only by a large half-moon porch with brick stairs that radiate outward in a matching semi-circular pattern. The two-story, partial-length porch is off-center to the west, with a second-floor balcony supported by four Doric columns. The balcony has a simple wood railing and is accessible through a single-leaf door on the second level. A classical pediment above the balcony is supported by Doric columns that match the first level colonnade, with a carved wood, clover-shape vent at the attic level. Pedimented roof dormers on either side of the balcony have matching clover wood carvings and 2-pane casement windows. The entry at the first level has a single-leaf glazed door with two sets of 10-pane sidelights on either side, and above the door are three small rectangular clerestory windows. This portico faces south towards Hollywood Boulevard and was the original entry for the building. Both corners of this elevation have an engaged column at the corner, as well as multiple tripartite casement windows.

The west elevation has a projecting entry bay with a shed roof and a single-leaf door at its center, with multiple 2-pane casement windows in a variety of sizes on either side. The eastern half has a recessed gable at the second level, with exposed rafter tails from the rear-facing gable along the western half.

The north elevation has two projecting gabled bays with multiple two-pane casement windows. The wider of the bays is at the center of the elevation and recessed from the first; it has a large modern metal staircase to the second floor and a balcony attached to its front façade. The first and second levels of the house are separated by wide, enclosed eaves that give the appearance of a skirted roof, except for the second, more recessed bay on the north elevation.

The accessory building on the property is a reconstruction that was erected in 2012. It is not a historical resource, nor does it contribute to the significance of the subject property.

According to a 2010 survey report, the subject property was previously surveyed four times by the City of Los Angeles. The first historic resource survey was completed in 1986; a second historic resource survey took place in 1997, which updated findings of the earlier survey; a third historic resource survey took place in 2003 and a fourth in 2010. Both the 1997 and 2003 surveys were reconnaissance level surveys, in contrast to the 1986 and the 2010 surveys which were intensive surveys. Additionally, in the City of Los Angeles's inventory of historic resources, a DPR form from 2002, using a previous Historic Resources Inventory form from 1979 to supplement its findings,¹³ stated the house was deemed significant mainly for its architecture as it was one of the "rare pre-1905 houses of Hollywood." An inventory form from 1979 also highlighted that this home survived the commercial development of the neighborhood, and its particular architecture combines the verticality of the Victorian era with that of the newer more simplified Colonial Style.¹⁴ A DPR report from 2009 only states that the property retained integrity and was currently undergoing renovations.¹⁵ A detailed integrity analysis was not included with any of the previous documentation.

It currently has status codes of 3CS (appears eligible for California Register individually through survey evaluation) and 5S3 (appears to be individually eligible for local listing or designation through survey evaluation). The building has had significant alterations, including additions, window replacements, and porch infill and does not retain enough integrity for listing in the National Register.

After evaluation under the following contexts and themes, it is eligible under criteria A/1/1 as a rare example of residential development that pre-dates Hollywood's consolidation with the City of Los Angeles in 1910.¹⁶

Context: Pre-Consolidation Communities of Los Angeles, 1850-1932
Theme: Hollywood, 1850-1910
Sub-theme: Important Events in Hollywood History, 1850-1910

Additionally, it is eligible under criteria C/3/3 as an excellent example of American Colonial revival architecture in Hollywood.

Context: Architecture and Engineering, 1850-1980

¹³ Myra L. Frank and Associates, *Hollywood Redevelopment Area Historic Resources Update Survey Report*, Prepared for Christopher A. Joseph and Associates, October 2002, 51-53.

¹⁴ Ibid.

¹⁵ Chattel Architecture, Planning & Preservation, Inc. *Historic Resources Survey of the Hollywood Redevelopment Area*, Prepared for the Community Redevelopment Agency of the City of Los Angeles in collaboration with PCR Services Corporation and LSA Associates, Inc., March 2009, 20-21.

¹⁶ "Individual Resources," *Historic Resources Survey, Hollywood Redevelopment Project Area*, January 28, 2020, 7.

Theme: American Colonial Revival, 1895-1960
Sub-theme: American Colonial Revival, Early, 1895-1940

The existence of character-defining features of Lombardi House was confirmed in 2021 by an architectural historian who meets the Secretary of the Interior's Professional Qualification Standards in History and Architectural History. The current condition of the character-defining features listed below was not assessed because the Project does not propose any physical alterations to Lombardi House. The character-defining features include the following:

- Setback from Bronson Avenue (east property line) that creates a front lawn
- Cross-gabled shingled roof (originally wood, now asphalt)
- Beveled wood clapboard siding
- Location of main entrance at north end of east elevation (paneled door with sidelights and fanlight above). Style and location are not original, but location is historic.
- Wooden railing that runs along south end of east (front) elevation as well as the south elevation (possibly original material but likely designed to mimic original wrap-around porch no longer extant)
- Eave overhang along south side of east (front) elevation that extends to the south facade as well
- Front-facing gable at south end of front (east) elevation with small clerestory window at top
- Balcony at second level above front entrance
- Wood shingles/wood clapboard siding
- Deep gables
- Remnants of wrap-around porch
- Porch addition on east façade (1949)
- Steeply pitched gable on west elevation
- Wide, overhanging eave that runs the length of the rear (west) elevation
- Sem-circular portico on south elevation
- Pair of gabled roof dormers on south roof slope (but not their windows)
- Projecting pediment centered on south elevation above portico with clover-shaped detailing

B. Historic Properties Adjacent to Project Site

I. 5941 West Hollywood Boulevard (Salvation Army Tabernacle Church/former Hawaii Theater)

5941 West Hollywood Boulevard is a one-story commercial building in the Streamline Moderne style, designed by architect Carl Moeller, and constructed in 1939. It is located mid-block on the north side of Hollywood Boulevard. There is a wide driveway that runs directly east of the building, forming an alley that provides access to additional buildings at the rear. The building originally opened on May 6, 1940, as the Hawaii Theatre, and later became the Hawaii Music Hall in 1945. The theatre had round glass

walls overlooking the sidewalk on either side of the front entrance, with a tropical mural over the box marquee. Inside, there was a single level of seating and décor that included tropical jungle murals.

The theatre was closed in July 1963 and the building was gutted in 1965 to be converted into the Salvation Army Tabernacle. It remains their Hollywood headquarters to this day. Additional renovations were carried out to the building in 2015, resulting in the appearance we see today. Currently, the building has a rectangular footprint and horizontal massing with exteriors clad in smooth stucco. The front façade is divided into three bays with a centered entrance, echoing its former use as a movie theater. The building's elevations are divided into two levels with a decorative painted belt course dividing them. The lower level is rounded at the southeast and southwest corners overlooking Hollywood Boulevard, and a single ribbon of glass block. The second level of the elevations has a blocky, square style, and serves as a parapet or an arched roof that is hidden behind.

In 1994, the building was given a status of 2S2, which determined it eligible for National Register by consensus through the Section 106 process and listed in the California Register. It does not appear to have been evaluated since, and it is unlikely that the status is still applicable. While the footprint and general massing of the building have remained the same, all decorative details from its previous life as a theater have been removed. The rounded edges of the second level of the front façade have been altered to be straight ninety-degree corners, and the multiple decorative neon lights have been removed from the building, including two large columns that original were atop the building. Additionally, the former cantilevered marquee has been removed. For purposes of this report, the building has been evaluated as a historic resource, but it is unlikely that status would remain if challenged.

II. 5951 West Hollywood Boulevard (Florentine Gardens)

5951 West Hollywood Boulevard, commonly known as Florentine Gardens, is a significant example of a commercial property associated with the entertainment industry. Between the 1930s and 1950s, Florentine Gardens was one of Hollywood's most popular dinner theaters and nightclubs, known for its celebrity-studded lineups and risqué performances. It is located on the north side of Hollywood Boulevard, mid-block between Branson and Gower.

When it opened in 1938, Florentine Gardens was a dinner theater. For \$1.50, the audience would be treated to some Italian food, partially nude girls, an emcee, dancers, a singer and more. Whereas the Sunset Strip featured many upscale nightspots, Hollywood Boulevard had more of the working-class nightspots, including Florentine Gardens. Various performers made appearances at the Florentine Gardens, including such big acts as the Mills Brothers and Sophie Tucker, and Marilyn Monroe (then Norma Jean Baker) celebrated her first marriage to Jim Dougherty with as reception at the club.

Florentine Gardens was a popular nightspot for servicemen during World War II, but the business went bankrupt shortly afterwards in 1948. It later reopened as the Cotton Club, a venue for black performers, although its successful run was short lived. Today the building still stands and is an event space, a filming location, and an occasionally nightclub with DJs and performers.

The building was evaluated in January of 2020, as part of the Historic Resources Survey of the Hollywood Redevelopment Project Area (Individual Resources – 1/28/20) and was given the status codes of 3CS (appears eligible for California Register individually through survey evaluation) and 5S3 (appears to be individually eligible for local listing or designation through survey evaluation) with eligibility criteria of A/1/1. It was evaluated under the following contexts and themes:

Context: Entertainment Industry, 1908 – 1980
Theme: Commercial Properties Associated with the Entertainment Industry, 1908 - 1980
Sub-theme: Social Scene Associated with the Entertainment Industry, 1908 – 1980

The building has undergone significant alterations including door and window replacement, and its original Moorish decorative elements have been removed, rendering it not eligible for the National Register. More research on the original appearance of the building is needed to confirm the status of its architectural integrity.

III. 1740 Gower Street (First Presbyterian Church of Hollywood)

The First Presbyterian Church of Hollywood is part of a church campus located at 1740 North Gower Street, a large site that encompasses the entire city block bounded by Yucca Street on the north, Carlos Avenue on the south, La Baig Avenue on the east, and Gower Street on the west. The historic core of the campus is located in the southwest corner and consists of two historic buildings: a large, four-story church at the corner of Gower Street and Carlos Avenue and a smaller, two-story chapel building (Wylie Chapel) to its immediate east. The church and chapel are connected by a cloister. Both were constructed in 1923 and designed by architect H.M. Patterson in the Late Gothic Revival style. The church is anchored by a five-story buttressed tower that culminates in a vented belfry. The chapel is capped by a large central lantern, and its façade is pierced by a rose window. The buildings are setback from Carlos Avenue, forming a small yard planted with groundcover, manicured shrubs, and mature Canary Island pine trees.

The First Presbyterian Church of Hollywood was organized in 1903, and shortly thereafter acquired the parcel at the northeast corner of Gower Street and Carlos Avenue for \$300. By 1909, the congregation had erected a small building on the property, but as the population of Hollywood grew in subsequent years the congregation outgrew its modest quarters. In 1922, H.M. Patterson was hired to design a new church on the Gower Street site. Patterson was a noted ecclesiastical architect, best known for designing landmark churches in the Late Gothic Revival style, and the First Presbyterian Church of Hollywood is generally considered to be one of his most significant commissions. The church building as well as the adjoining chapel were completed in 1923, and the campus included offices, a cafeteria, study and lecture rooms, and Sunday school classrooms. The main church building was constructed and furnished at a cost of \$475,000, with an interior finished with mahogany, and seated 1,800 people. Over time, as the congregation continued to grow, it acquired additional lots until it came to own the entire block bounded by Gower and Yucca streets and Carlos and La Baig avenues. The small, single-family homes that historically occupied these lots were demolished to make way for additional buildings to serve the church and its affiliated school. While these later buildings, which post-date World War II, feature brick exterior walls and are generally compatible with the 1923 church and chapel, they clearly read as modern additions to the historic campus.

The buildings were evaluated in January of 2020, as part of the Historic Resources Survey of the Hollywood Redevelopment Project Area (*Historic Districts, Planning Districts, and Multi-Property Resources – 1/28/20*), and was given the status codes of 3S (appears individually eligible for the

National Register through survey evaluation), 3CS (appears individually eligible for the California Register through survey evaluation) and 5S3 (appears individually eligible for local listing or designation through survey evaluation). The survey found it eligible as a potential district under criteria C/3/3, as an excellent example of Late Gothic Revival institutional architecture in Hollywood, as well as a work of noted ecclesiastical architect H.M. Patterson.

Context: Architecture and Engineering 1850 - 1980
Theme: Period Revival, 1919 - 1950
Sub-theme: Late Gothic Revival, 1919 - 1939

The buildings appear to have had few, if any alterations, and retain a high level of architectural and historic integrity.

IV. 5939 West Hollywood Boulevard

5939 West Hollywood Boulevard is a one-story commercial building in the Streamline Moderne style, designed by noted Los Angeles architect Gordon Kaufmann and constructed in 1936. It is located mid-block on the north side of Hollywood Boulevard. There is a wide driveway that runs directly west of the building, forming an alley that provides access to a large structure to the rear. The buildings appear to share a party wall, but it is unclear whether they are two separate structures or one unified building. 5939 Hollywood Boulevard originally housed the "Palms Grill", and currently is used as the Salvation Army's Youth Shelter. It is constructed of brick with an asymmetrical rectangular footprint and an asymmetrical curved façade. While windows on the front façade have been infilled or boarded over, a ribbon of eight 1/1/1 fixed-pane windows with a continuous concrete sill is still evident. It runs the partial length of the front façade, around the corner and north along the west elevation. A single-leaf door on the front elevation is off-center to the west. A second entrance to the building along the west elevation is currently boarded up but appears to contain a single-leaf glass and metal door. There are four additional 1/1 plate glass, fixed-pane windows on the west elevation, as well as a 3:3 display window set into a slightly projecting bay. The building has scalloped coping at the cornice line and three concrete string courses that run along the lower parts of the elevation at the southwest corner, underneath the ribbon of windows.

5939 West Hollywood Boulevard is an excellent example of the Streamline Moderne commercial architecture in Hollywood and designed by a noted Los Angeles architect. It was evaluated in January of 2020, as part of the Historic Resources Survey of the Hollywood Redevelopment Project Area (*Individual Resources – 1/28/20*), and was given the status codes of 3CS (appears eligible for California Register individually through survey evaluation) and 5S3 (appears to be individually eligible for local listing or designation through survey evaluation) with eligibility criteria of C/3/3. It was evaluated under the following contexts and themes:

Context: Architecture and Engineering, 1850 – 1980
Sub-context: L.A. Modernism, 1919 – 1980

Theme: Related Responses to Modernism, 1926 – 1970
Sub-theme: Streamline Moderne, 1934 – 1945

With alterations that include door and window replacement, the building may not retain sufficient integrity for listing in the National Register, although some of the changes to the windows appear to be reversible. More research is needed to confirm the original appearance of the building, especially its windows and doors, before its status as a historical resource can be confirmed.

V. 1756 North Tamarind Avenue

1756 North Tamarind Avenue is a three-story apartment building constructed in 1929. It is three bays wide, with rectangular massing, a symmetrical façade, a flat roof and a unique Mediterranean Revival style highlighted by carved Churrigueresque low-relief ornamentation around the entry and at the upper levels of the front façade. It is constructed of brick with a concrete façade and faces west onto Tamarind Avenue. Windows are almost exclusively 8-paned casements in a variety of configurations. Details include a quoined door surround, faux balconies of concrete relief, a small ornamental grille centered on the front elevation at the third level, and exteriors clad in vines. The building is setback from Tamarind Avenue with a grassy lawn in front, as well as a small rear yard to the north of Carlos Avenue.

The building was evaluated in January of 2020, as part of the Historic Resources Survey of the Hollywood Redevelopment Project Area (*Individual Resources – 1/28/20*), and was given the status codes of 3CS (appears eligible for California Register individually through survey evaluation) and 5S3 (appears to be individually eligible for local listing or designation through survey evaluation). After evaluation under the following contexts and themes, it is eligible under criteria A/1/1 as a rare remaining example of an intact 1920s multi-family residence in Hollywood. The 1920s represented a significant period of growth in Hollywood, and intact examples of multi-family residences dating to this era are increasingly rare.

Context:	Residential Development and Suburbanization, 1850 – 1980
Theme:	Early Residential Development, 1880 – 1930
Sub-theme:	Early Multi-Family Residential Development, 1880 – 1930

Additionally, it is eligible under criteria C/3/3 as an excellent example of a 1920s apartment house in Hollywood, exhibiting the distinctive features of the property type. Designed to maximize lot coverage, apartment houses were an important type of multi-family property in Los Angeles during the early decades of the 20th century, and 1756 North Tamarind is an intact and important remnant from this period of residential development.

Context:	Residential Development and Suburbanization, 1850 – 1980
Sub-context:	Multi-Family Residential Development, 1910 – 1980
Theme:	Multi-Family Residential, 1910 – 1980
Sub-theme:	Apartment Houses, 1910 - 1980

While the building has had alterations, including the likely replacement of its original windows, overall, it retains a high level of architectural and historical integrity and likely would be eligible for the California Register and status as a Los Angeles Historic Cultural Monument.

6. CEQA Impacts Analysis

Identified below are the thresholds for determining the significance of environmental effects on historical resources are derived from the CEQA Guidelines as defined in §15064.5 and the City of Los Angeles CEQA Thresholds Guide. Pursuant to this guidance, a project that would physically detract, either directly or indirectly, from the integrity and significance of the historical resource such that its eligibility for listing in the National Register, California Register, or as a City Historic Cultural Monument (LAHCM) would no longer be maintained, is considered a project that would result in a significant impact on the historical resource. Adverse impacts, that may or may not rise to a level of significance, result when one or more of the following occurs to a historical resource: demolition, relocation, conversion, rehabilitation, or alteration, or new construction on the site or in the vicinity.¹⁷

Threshold (a): Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5;

Adverse impacts, that may or may not rise to a level of significance, result when one or more of the following occurs to a historical resource:

- Demolition of a significant resource;
- Relocation that does not maintain the integrity and significance of a significant resource;
- Conversion, rehabilitation, or alteration of a significant resource which does not conform to the *Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings*; or
- Construction that reduces the integrity or significance of important resources on the site or in the vicinity

A. Direct Impacts

Despite the shared site, the Project would have no direct adverse impact to Lombardi House. The building would remain intact in its current location and would not be materially altered by the new construction on the Project Site. The project does not include the demolition, relocation, rehabilitation, alteration, or conversion of the Lombardi House. The building's existing massing, form, and architectural features would remain intact and unchanged. The Project is designed in a modern style that will be easily differentiated from Lombardi House. The Lombardi House would remain unchanged and in its original location after implementation of the Project. All of its exterior character-defining features, as well as its interior spaces, would remain unaltered and continue to convey its historical

¹⁷ L.A. CEQA Thresholds Guide, Section D.3. Historical Resources, City of Los Angeles, 2006, p. D.3-1

significance. The Project would not affect the integrity of location, design, materials, or workmanship of the Lombardi House. Accordingly, because all the existing physical elements that characterize the Lombardi House would continue to convey the property's historic significance, integrity of feeling would also remain unaffected. The construction of the Project does nothing to alter the building's history as one of the few remaining early residences along Hollywood Boulevard. Therefore, integrity of association would also remain unaffected by the Project. While there would be alterations to the setting with the removal of trees, the landscaping is not historical nor is it a character defining feature of the Lombardi House. The aspects of the historical setting that currently exist and are important to the Lombardi House, would remain intact. They include the main public entrance and primary façade of Lombardi House, both of which would continue to face and be accessible via the sidewalk off Bronson Avenue to the east.

Therefore, direct impacts to Lombardi House would be less than significant, and, in this regard, the Project would not cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5.

B. Indirect Impacts

I. Historical Resources Within Project Site

As discussed above, the historical resource Lombardi House (1717 Bronson Avenue) is part of the Project Site and will be immediately adjacent to the construction site. Although direct impacts on the building associated with the new construction are considered less than significant, the Project has the potential for other indirect impacts associated with construction to occur. The new building will be substantially taller than Lombardi House, and there is potential for substantial adverse effects associated with the setting of the historical resource. Because the Project would construct a 24-story residential tower immediately to the north of Lombardi House, thereby adding considerable height and mass to the parcel, the immediate surroundings of the Lombardi House would be altered.

However, the broader setting of Lombardi House (Hollywood) as well as its immediate block, have continued to change since its original construction. With a location immediately adjacent to Hollywood Boulevard, what was originally a quiet residential and somewhat bucolic setting in the early 20th century has become a nexus of dense commercial development that continues to this day. Following World War II, density, and the scale of development in Hollywood increased substantially. With the opening of the US-101 in 1954, the area became even more accessible, spurring further development. When Los Angeles voters rescinded the 150-foot height limit in 1957, Hollywood became an epicenter for the development and construction of larger and taller buildings, both commercial and residential. Hollywood's first post-height limit "skyscraper" was the 20-story Sunset and Vine Tower constructed at the southeast corner of Sunset and Vine in 1963. Rising over 290 feet in height, the Sunset and Vine Tower was almost twice the height of any height-limit era building in Hollywood. Designed in a Corporate Modern style, the rectangular steel-frame and glass curtain wall building presented a stark silhouette that radically altered the Hollywood skyline. Additional high-rises on Sunset soon followed

including a 185-foot office building constructed in 1968 at the southwest corner of Sunset Boulevard and Cahuenga Boulevard, and a 22-story office tower constructed in 1971 at the northwest corner of Sunset and Argyle.

In the 1960s and 1970s Hollywood's population became more ethnically diverse, as new immigrant groups began settling in the area. Community and residential densities continued to increase, as original single-family homes, bungalow courts, and smaller apartment buildings were replaced with larger multi-family residential complexes. By the 1980s the Hollywood community was in a state of economic decline as commercial development became focused more intensely elsewhere in the City. The Community Redevelopment Agency of Los Angeles established the Hollywood Redevelopment Project Area in 1986 to encourage development in the area, and the Project Site lies within its boundaries. Towards the end of the 1990s, Hollywood began to experience a resurgence in development, and the increase in density and scale of that development that continues today. Recent development in the immediate vicinity of the Project Site includes 1150 N El Centro, a 20-story building of 230 feet (approximately .75 from project site) as well as 1755 Argyle Avenue, an 18-story residential tower (approximately .40 away from project site). Additionally, plans have been approved for a 22-story residential tower at the southwest corner of Hollywood Boulevard and Gower Street, only .25 miles away from the Project Site.

The construction of a residential tower immediately to the north of Lombardi House is simply the continued evolution of a neighborhood that has been transformed over the last century and it will have no effect on the significance of the Lombardi House. After construction of the Project, the Lombardi House would remain intact and in its original location. All of its character-defining features would remain unchanged and continue to be viewable and discernable by the public. The building would continue to convey its historic significance and maintain its eligibility for listing as a historical resource. The building's eligibility for the California Register or potential designation as a Los Angeles Historic-Cultural Monument would not be threatened. The Project does not involve alteration that would result in a change in status for the Lombardi House. **In summary, the Project would not materially impair the historic setting of the Lombardi House. Therefore, the direct impacts on the historical resources would be less than significant in regard to the historic setting.**

II. Historical Resources Adjacent to Project Site

Indirect impacts were analyzed to determine if the Project would result in a substantial material change to the integrity and significance of historical resources adjacent to the Project Site, which are identified and described below. Four of the resources have been determined eligible for listing in the California Register or for local designation; one resource is currently listed in the California Register. None of the resources are currently considered eligible for the National Register. These resources were recently identified through a survey of the Hollywood Redevelopment Project Area conducted in January of 2020.

The following historical resources are physically separated from the Project Site by other buildings and streets, at distances that range from 150 feet to 750 feet, and the Project would not result in any direct or

physical impact to these resources. There are no historical resources directly adjacent to the Project Site other than Lombardi House, which is contained within the Project Site as detailed above. The only potential indirect impact to historical resources adjacent to the Project Site regards changes in views due to implementation of the Project and potential effects on the setting, feeling, and association of these adjacent historical resources. For purposes of CEQA, a direct view of the Project Site is defined as an unobstructed view from the front elevation of a historic building at ground level toward the Project Site. A primary view of a historical resource is defined as the primary public view of the front elevation of a historical resource from the public right-of-way. As discussed below, project impacts to all these possible views from historical resources in the vicinity of the Project Site would be either “no impact” or “less than significant.”

The Project would have no impact on the following historical resources as they generally do not have views of the Project: Therefore, indirect impacts are less than significant because the Project would not materially impair any of these resources or interrupt primary views of these resources in a manner that would adversely affect the ability of these historical resources to convey their significance. At the conclusion of the Project, the significance and integrity of these historical resources in the vicinity of the Project Site would remain intact.

5941 West Hollywood Boulevard (Salvation Army Tabernacle Church/former Hawaii Theater)

The building is approximately 250 feet to the west/southwest of the Project Site and has no direct views. It is oriented to the south, towards Hollywood Boulevard, and is separated from the Project Site by multiple intervening buildings. Additionally, the historical resource’s immediate setting is characterized by contrasting building heights in the surrounding area that have been in existence since the late 1950s, when the prevailing height limit of 150 feet was removed. **The Project would have no impact on this historical resource as it generally does not have views of the Project: Therefore, indirect impacts are less than significant because the Project would not materially impair this resource or interrupt primary views in a manner that would adversely affect the ability of this historical resource to convey their significance. At the conclusion of the Project, the significance and integrity of this historical resource adjacent to the Project Site would remain intact.**

5951 West Hollywood Boulevard (Florentine Gardens)

The building is approximately 325 feet to the west/southwest of the Project Site and has no direct views. It is oriented to the west, towards Gower, and to the south, towards Hollywood Boulevard. It is separated from the Project Site by multiple intervening buildings. Additionally, the historical resource’s immediate setting is characterized by contrasting building heights in the surrounding area that have been in existence since the late 1950s, when the prevailing height limit of 150 feet was removed. **The Project would have no impact on this historical resource as it generally does not have views of the Project: Therefore, indirect impacts are less than significant because the Project would not materially impair this resource or interrupt primary views in a manner that would adversely**

affect the ability of this historical resource to convey their significance. At the conclusion of the Project, the significance and integrity of this historical resource adjacent to the Project Site would remain intact.

1740 Gower Street (First Presbyterian Church of Hollywood)

The buildings are located approximately 750 feet to the west/northwest of the Project Site and have limited, direct views of the Project Site. While they face south towards along Carlos Avenue, they are separated from the Project Site by a full block and multiple intervening buildings. Additionally, the historical resources' immediate setting is characterized by contrasting building heights in the surrounding area that have been in existence since the late 1950s, when the prevailing height limit of 150 feet was removed. **For these reasons, the Project would have no impact on this historical resource as it generally does not have views of the Project: Therefore, indirect impacts are less than significant because the Project would not materially impair this resource or interrupt primary views in a manner that would adversely affect the ability of this historical resource to convey their significance. At the conclusion of the Project, the significance and integrity of this historical resource adjacent to the Project Site would remain intact.**

5939 West Hollywood Boulevard

The Project would be northeast of this historical resource by approximately 150 feet. The building is oriented to the south onto Hollywood Boulevard and is built directly up the property line on the east side and there are no windows or doors on the eastern elevation. A direct view is defined as an unobstructed view of the Project Site from the front elevation of the resource at ground level from the public right-of-way; therefore, this would be considered an indirect view. The view would not adversely affect the resource, especially as its immediate setting is characterized by contrasting building heights in the surrounding area that have been in existence since the late 1950s, when the prevailing height limit of 150 feet was removed. **Therefore, indirect impacts are less than significant because the Project would not materially impair this resource or interrupt primary views in a manner that would adversely affect the ability of this historical resource to convey their significance. At the conclusion of the Project, the significance and integrity of this historical resource adjacent to the Project Site would remain intact.**

1756 North Tamarind Avenue

The Project would be southeast of this historical resource by approximately 150 feet and there is a direct line of sight from the rear yard of 1756 Tamarind Avenue onto the Project Site. However, the building's primary façade faces west onto Tamarind Avenue and the Project Site is not visible from the front yard. There is an indirect view of the resource from Bronson Avenue that is currently interrupted by existing buildings, and that would not change with project completion. Additionally, the historical resource's immediate setting is characterized by contrasting building heights in the surrounding area that have been in existence since the late 1950s, when the prevailing height limit of 150 feet was

removed and this block of Tamarind Avenue is a dead end cul de sac that directly overlooks the Hollywood Freeway. **For these reasons, the Project would have no impact on this historical resource as it generally does not have views of the Project: Therefore, indirect impacts are less than significant because the Project would not materially impair this resource or interrupt primary views in a manner that would adversely affect the ability of this historical resource to convey their significance. At the conclusion of the Project, the significance and integrity of this historical resource adjacent to the Project Site would remain intact.**

C. Cumulative Impacts

A significant cumulative impact associated with the Project and related projects would occur if the impact would render a historical resource or district as no longer eligible for listing, and the Project's contribution to the impact would be cumulatively considerable. Related projects that have the potential to result in combined or cumulative impacts in association with the impacts of the Project are listed below. In assessing cumulative impacts on historical resources, the focus is on related projects that are in the immediate vicinity of the Project (.25 mile) that have the potential to contribute to changes in the setting of identified historical resources on the Project Site and in the vicinity, including historic districts. These related projects include:

5757 Hollywood Boulevard

Construction is currently underway at 5757 Hollywood Boulevard, for a six-story residential building, and will be completed by the time ground is broken at 1715 – 1739 Bronson Avenue. Therefore, there will be no cumulative impacts.

7. Secretary of the Interior's Standards Review

New proximate construction on the Project Site could alter the character of the historic setting associated with Lombardi House. In accordance with the Secretary of the Interior's Standards, new additions, exterior alterations, or related new construction should not destroy historic materials that characterize a property. New construction should be differentiated from the old and compatible with the massing, size, scale, and architectural features of the historic property to avoid impacts to the historic integrity of the property and its environment. New additions and adjacent or related new construction should be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

Standard 1: A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.

The Project does not include any alterations to Lombardi House, and it would retain all the exterior and important character defining features. Because the exterior integrity of the building would be retained, the change in use would not detract from the significance of the building's primary distinctive materials and features. **Therefore, the Project conforms to Standard 1.**

Standard 2: The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.

The project would retain and preserve the historic character of the building. No materials would be removed, nor would there be any alteration of features, spaces, and spatial relationships. **Therefore, Project conforms to Standard 2.**

Standard 3: Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.

The Project recognizes the distinctive historic and architectural character of the Lombardi House and retains all the character-defining features and materials that cause the property to be recognized as a physical record of its time, place and use. No conjectural features would be added and there would be no changes that create a false sense of historical development. Additionally, the Project is designed in a modern style that clearly differentiates it from the Lombardi House. **Therefore, the Project conforms to Standard 3.**

Standard 4: Changes to a property that have acquired historic significance in their own right will be retained and preserved.

The Project would retain and preserve primary character-defining features of the Lombardi House, including alterations to the building that have acquired significance in their own right. Lombardi House will not be physically altered in any way. While no changes or alterations to accessory buildings are currently planned, they were built outside of the period of significance and have not attained additional significance. **Therefore, the Project conforms to Standard 4.**

Standard 5: Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.

The Project retains all the distinctive exterior character-defining materials, features, finishes, and construction techniques or examples of craftsmanship that characterize the Lombardi House. **Therefore, the Project conforms to Standard 5.**

Standard 6: Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design,

color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.

Lombardi House remains in good condition and while it shares a site with the planned construction, it is not a part of the Project. The Project will not alter its character-defining features.. **Therefore, the Project conforms to Standard 6.**

Standard 7: Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.

Lombardi House will not be subjected to any chemical or physical treatments in the course or as a result of the Project. **Therefore, the Project conforms to Standard 7.**

Standard 8: Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.

Any potential to encounter archaeological or Native American resources is considered remote, in the unlikely event resources are encountered during Project implementation, those resources would be documented, protected, and preserved in place in accordance with the Standards. **Therefore, the Project conforms to Standard 8.**

Standard 9: New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.

The Project does not include any new additions or exterior alterations to the Lombardi House itself, rather it consists solely of a new adjacent structure. The new work is in a contemporary modern style that will be easily and significantly differentiated from the old. Lombardi House is separated from the Project by approximately 13 feet, and it will remain protected in its own setting, environment and surroundings, protected by current landscaping features that prevent views into the property from the public right of way or out of the property onto the public right of way. When standing in the public right-of-way on Bronson Avenue, the view of Lombardi House is limited, and the resource is mostly hidden from view. Additionally, there are no public views of the resource from the north or the south. The Project will do nothing to change this setting.

Additionally, it is important to note that the environment of the historical resource has continually been evolving over the last 120 years. With a location immediately adjacent to Hollywood Boulevard, what was originally a quiet residential and somewhat bucolic setting in the early 20th century has become a nexus of commercial development that continues to this day. Following World War II, density, and the scale of development in Hollywood increased substantially. With the opening of the US-101 in 1954, the area became even more accessible, spurring further development. When Los Angeles voters rescinded the 150-foot height limit in 1957, Hollywood became an epicenter for the development and construction of

larger and taller buildings, both commercial and residential. Hollywood's first post-height limit "skyscraper" was the 20-story Sunset and Vine Tower constructed at the southeast corner of Sunset and Vine in 1963. Rising over 290 feet in height, the Sunset and Vine Tower was almost twice the height of any height-limit era building in Hollywood. Designed in a Corporate Modern style, the rectangular steel-frame and glass curtain wall building presented a stark silhouette that radically altered the Hollywood skyline. Additional high-rises on Sunset soon followed including a 185-foot office building constructed in 1968 at the southwest corner of Sunset Boulevard and Cahuenga Boulevard, and a 22-story office tower constructed in 1971 at the northwest corner of Sunset and Argyle.

In the 1960s and 1970s Hollywood's population became more ethnically diverse, as new immigrant groups began settling in the area. Community and residential densities continued to increase, as original single-family homes, bungalow courts, and smaller apartment buildings were replaced with larger multi-family residential complexes. By the 1980s the Hollywood community was in a state of economic decline as commercial development became focused more intensely elsewhere in the City. The Community Redevelopment Agency of Los Angeles established the Hollywood Redevelopment Project Area in 1986 to encourage development in the area, and the Project Site lies within its boundaries. Towards the end of the 1990s, Hollywood began to experience a resurgence in development, and the increase in density and scale of that development that continues today. Recent development in the immediate vicinity of the Project Site includes 1150 N El Centro, a 20-story building of 230 feet (approximately .75 from project site) as well as 1755 Argyle Avenue, an 18-story residential tower (approximately .40 away from project site). Additionally, plans have been approved for a 22-story residential tower at the southwest corner of Hollywood Boulevard and Gower Street, only .25 miles away from the Project Site.

The construction of a residential tower immediately to the north of Lombardi House is simply the continued evolution of a neighborhood that has been transformed over the last century and it will have no effect on the significance of the Lombardi House. After construction of the Project, the Lombardi House would remain intact and in its original location. All of its character-defining features would remain unchanged and continue to be viewable and discernable by the public. The building would maintain its historic integrity and maintain its eligibility for listing as a historical resource.

Standard 10. New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

The Project will be constructed adjacent to the resource and if the new construction were removed in the future, the essential form and integrity of the Lombardi House and other historical resources in the Project vicinity would be unaffected and unimpaired. **Therefore, the Project conforms to Standard 10.**



8. Conclusion and Recommendations

ESA found that the Project as proposed would not materially impair the Lombardi House or the character-defining features that contribute to its significance as a historical resource. Therefore, the Project would have a less than significant impact to historical resources under CEQA because the integrity of the Lombardi House would be retained. Furthermore, the Project would be in overall compliance with the Standards. The Project would also be Categorically Exempt under Class 31, Section 15331, Historical Resource Restoration/Rehabilitation of CEQA because it would conform to the Standards and not materially impair Lombardi House and would retain all the character-defining features that contribute to the property's significance as a historical resource.

If you have any questions, please do not hesitate to contact me at mjerabek@esassoc.com, (310) 924-7462.

Sincerely,

A handwritten signature in black ink, reading "Margarita Jerabek-Bray". The signature is fluid and cursive, with the first name and last name clearly legible.

Margarita Jerabek-Bray, Ph.D.
Historic Resources Director

A handwritten signature in black ink, reading "Shannon L. Papin". The signature is fluid and cursive, with the first name and last name clearly legible.

Shannon L. Papin, M.A.
Senior Architectural Historian

Exhibit C

LAHD

**Determination
Letter**

Ann Sewill, General Manager
Tricia Keane, Executive Officer

Daniel Huynh, Assistant General Manager
Anna E. Ortega, Assistant General Manager
Luz C. Santiago, Assistant General Manager

City of Los Angeles



LOS ANGELES HOUSING DEPARTMENT

1200 West 7th Street, 9th Floor
Los Angeles, CA 90017
Tel: 213.928.9071

housing.lacity.org

Eric Garcetti, Mayor

DATE: December 1, 2021

TO: LOMBARDI AM, LLC, a California limited liability company, a fifty percent (50%) interest and fifty percent (50%) interest to LOMBARDI JM, LLC, a California limited liability company, all as tenants in common, Owner

FROM: Marites Cunanan, Senior Management Analyst II
Los Angeles Housing Department

SUBJECT: **Housing Crisis Act of 2019 (SB 330)**
(DB) Replacement Unit Determination
RE: 1715 – 1739 ½ North Bronson Avenue, Hollywood, CA 90028

Based on the Application for a Replacement Unit Determination (RUD) submitted by LOMBARDI AM, LLC, a California limited liability company, a fifty percent (50%) interest and fifty percent (50%) interest to LOMBARDI JM, LLC, a California limited liability company, all as tenants in common, (Owner) for the above referenced property located at 1715 – 1739 ½ N. Bronson Ave. (APN 5545-003-014, 5545-003-023, and 5545-003-029,) (Property), the Los Angeles Housing Department (LAHD) has determined that sixteen (16) units are subject to replacement pursuant to the requirements of the Housing Crisis Act of 2019 (SB 330). The four (4)-unit apartment building located at 1715-1721 N. Bronson Ave. will **not** be demolished.

PROJECT SITE REQUIREMENTS:

SB 330 prohibits the approval of any proposed housing development project on a site that will require the demolition of existing residential dwelling units or occupied or vacant “Protected Units” unless the proposed housing development project replaces those units as specified below. The replacement requirements below are applicable only to those proposed housing development projects that submit a complete application pursuant to California Government Code Section 65943 to the Department of City Planning on or after January 1, 2020.

Replacement of Existing Residential Dwelling Units.

The proposed housing development project shall provide at least as many residential dwelling units as the greatest number of residential dwelling units that existed on the project site within the past 5 years.

Replacement of Existing or Demolished Protected Units.

The proposed housing development project must also replace all existing or demolished “Protected Units.” Protected Units are those residential dwelling units that are or were within the 5 years prior to the owner’s application for a Replacement Unit Determination: (1) subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of lower or very low income, (2) subject to any form of rent or price control through a public entity’s valid exercise of its police power within the 5 past years, (3) **occupied by lower or very low income households (an affordable Protected Unit)**, or (4) that were withdrawn from rent or lease per the Ellis Act, within the past 10 years.

Whether a unit qualifies as an affordable Protected Unit, is primarily measured by the income level of the occupants (i.e. W-2 forms, tax return, pay stubs etc.). In the absence of occupant income documentation, affordability will default to the percentage of extremely low, very low, and low income renters in the jurisdiction as shown in the latest HUD Comprehensive Housing Affordability Strategy (CHAS) database, which is presently at 30% extremely low income, 19% very low income and 18% low income for Transit Oriented communities (TOC) projects and 49% very low income and 18% low income for Density Bonus projects. The remaining 33% of the units are presumed above-low income and if subject to the Rent Stabilization Ordinance (“RSO”), must be replaced in accordance with the RSO. All replacement calculations resulting in fractional units shall be rounded up to the next whole number.

Relocation, Right of Return, Right to Remain for Occupants of Protected Units.

SB 330 also provides the right of first refusal for comparable units (i.e. same bedroom type) in the owner's proposed new housing development to occupants of Protected Units. Therefore, for occupied units, the replacement units must be of the same bedroom type of the units demolished. The comparable replacement units must be provided at a rent or sales price affordable to the same or lower income category. Occupants of Protected Units also are entitled to receive relocation to state or local law, whichever provides greater assistance and the right to remain in their unit until 6 months before the start of construction.

SB 8 NOTICE.

Please take notice that SB 8 (which amended the Housing Crisis Act of 2019) effective January 1, 2022, includes the following amendments: Government Code Section 65905.5(b)(C) amended the definition of "housing development project" to clarify that it includes "a proposal to construct a single dwelling unit." Government Code Section 66300(d)(2)(D) was amended to limit the requirement to provide relocation and a right of first refusal to only occupants of protected units that are "lower income households" as defined in Section 50079.5 of the California Health and Safety Code.

THE PROPOSED HOUSING DEVELOPMENT PROJECT:

Per the statement received by LAHD on May 27, 2021, the Owner plans construct one hundred and twenty-eight (128)-unit residential building pursuant to Density Bonus (DB) Guidelines. The existing apartment building consisting of four (4) units subject to the Rent Stabilization Ordinance (RSO) located at 1715-1721 N. Bronson Ave. will NOT be demolished.

STATUS OF PROJECT SITE/PROPERTY:

Owner submitted an Application for a RUD for the Property on May 27, 2021. In order to comply with the required **5-year** look back period, LAHD collected and reviewed data from May 2016 to May 2021.

Review of Documents:

Pursuant to the Owner's Grant Deed, the Property was acquired on or around March 17, 2020 (APN 5545-003-014) and April 20, 2020 (APN 5545-003-023 and 5545-003-029).

Department of City Planning (ZIMAS), County Assessor Parcel Information (LUPAMS), DataTree database, Billing Information Management System (BIMS) database, and the Code, Compliance, and Rent Information System (CRIS) database indicate the following use codes:

Address(es)	APN	Use Code
1715-1721 N. Bronson Ave.	5545-003-029	0100 - Residential - Single Family Residence
1725 N. Bronson Ave.	5545-003-014	010V - Residential - Single Family Residence - Vacant Land
1729-1731 ½ N. Bronson Ave.	5545-003-023	050V - Residential - Five or More Units or Apartments (Any Combination) - 4 Stories or Less - Vacant Land

Google Earth, Google Street View, and an Internet Search on the Property support an existing multi-residential building and an adjacent parking lot.

The Rent Stabilization Ordinance (RSO) Unit indicated that the property associated with APN 5545-003-029 (1715-1721 N. Bronson Ave.) has four (4) units that are subject to RSO effective since 2014. The single family dwelling was converted into a four (4)-unit apartment under COO 12014-10000-01191 issued July 22, 2014. RSO indicated that both APN 5545-003-014 (1725 N. Bronson Ave.) and APN 5545-003-023 (1729-1731 ½ N. Bronson Ave) previously contained ten (10) units and six (6) units subject to RSO, respectively. However, it was confirmed that they are current vacant.

The Los Angeles Department of Building and Safety (LADBS) database indicates that the Property containing APN 5545-003-014 and APN 5545-003-023 were demolished under Permits #16019-10000-05205 and #16019-1000-

05217, both finalized on January 23, 2019. Additionally, the LADBS database indicates that the Owner applied for a New Building Permit (#21010-10000-03640) on July 20, 2021, which has not been finalized yet.

REPLACEMENT UNIT DETERMINATION:

The Demolished Residential Dwelling Units at the Property to be replaced:

ADDRESS	BEDROOM TYPE	“PROTECTED?”	BASIS OF “PROTECTED” STATUS
1723 N. Bronson Ave.	Studio	Yes	Ellis Act
1723 ½ N. Bronson Ave.	Studio	Yes	Ellis Act
1725 N. Bronson Ave.	1 Bedroom	Yes	Ellis Act
1725 ¼ N. Bronson Ave.	1 Bedroom	Yes	Ellis Act
1725 ½ N. Bronson Ave.	1 Bedroom	Yes	Ellis Act
1725 ¾ N. Bronson Ave.	1 Bedroom	Yes	Ellis Act
1727 N. Bronson Ave.	2 Bedrooms	Yes	Ellis Act
1727 ¼ N. Bronson Ave.	1 Bedroom	Yes	Ellis Act
1727 ½ N. Bronson Ave.	2 Bedrooms	Yes	Ellis Act
1727 ¾ N. Bronson Ave.	2 Bedrooms	Yes	Ellis Act
1729 N. Bronson Ave.	1 Bedroom	Yes	Ellis Act
1731 N. Bronson Ave.	1 Bedroom	Yes	Ellis Act
1733 N. Bronson Ave.	1 Bedroom	Yes	Ellis Act
1735 N. Bronson Ave.	1 Bedroom	Yes	Ellis Act
1737 N. Bronson Ave.	2 Bedrooms	Yes	Ellis Act
1739 N. Bronson Ave.	2 Bedrooms	Yes	Ellis Act
Total: 16 Units	21 Bedrooms		

No income documents were provided for these unit(s) as they have been demolished. Pursuant to (SB 330), where incomes of existing or former tenants are unknown, the required percentage of affordability is determined by the percentage of extremely low, very low, and low income rents in the jurisdiction as shown in the HUD Comprehensive Housing Affordability Strategy (CHAS) database. At present, the CHAS database shows 49% at very low income and 18% at low income for Density Bonus projects. The balance of these unit(s) (i.e. 33%) are presumed to have been occupied by persons and families above-lower income.

Number of Existing Residential Dwelling Units and Protected Units within five (5) years of Owner’s application:		16
Number of Protected Units Ellissed within the last (10) years:		16
Number of Affordable Replacement Units required per CHAS:		11
16 Units x 67%	11 Units	
49% Very Low	8 Unit	
18% Low	3 Unit	
Market Rate RSO units	5 Units	
Number of Unit(s) presumed to be above-lower income subject to replacement:		5

For Rental:

Pursuant to CHAS, eleven (11) unit(s) need to be replaced with equivalent type, with eight (8) restricted to Very Low Income Households and three (3) units restricted to Low Income Households. For the five (5) remaining units presumed to have been occupied by an above-lower income person or household, as permitted by California Government Code §65915(c)(3)(C)(ii), the City has opted to require that those unit(s) be replaced in compliance with the City’s Rent Stabilization Ordinance (RSO).

Vacancy/Occupancy of Units:

Per the Owner Statement, all units were vacant as they were demolished. For vacant units, the bedroom size of the existing units and the proportionality of the bedroom sizes of the new units, whichever is more restrictive will be considered to determine the bedroom types of the replacement units.

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

This SB 330 determination only applies if the proposed project is a rental Density Bonus project and not condominiums. In the event the project changes to condominiums, the owner needs to request a SB 330 amendment to reflect 100% replacement of the units. In addition, if the project is changed from Density Bonus to Transit Oriented Communities (TOC) or vice-versa, a SB 330 amendment will also be required. **Additionally, this SB 330 determination will only apply if the existing four (4)-unit apartment building located at 1715-1721 N. Bronson Ave. will not be demolished.**

If you have any questions about this RUD, please contact Jessica Wang at Jessica.Wang@lacity.org.

cc: Los Angeles Housing Department File
LOMBARDI AM, LLC, a California limited liability company, a fifty percent (50%) interest and
fifty percent (50%) interest to LOMBARDI JM, LLC, a California limited liability company, all as
tenants in common, Owner
Planning.PARP@lacity.org, Department of City Planning

MAC:jw

Exhibit D

Public Communications

March 20, 2022

City Planning Staff:
Michelle Carter, City Planning Associate
michelle.carter@lacity.org
(213)978-1262
200 N. Spring St., Room 763
Los Angeles, CA 90012

Re: 1715 - 1739 North Bronson Avenue
Case Nos.: VTT-83510-CN-HCA; CPC-2021-6886-DB-SPR-WDI-HCA
Comments

Dear Ms. Carter,

Citizens for a Better Los Angeles (CBLA) would like to submit the following comments on the project proposed for 1715 - 1739 North Bronson in Hollywood.

There are a number of problems with the application as it currently stands, and with the requested entitlements. To briefly state the issues:

1. The project does not qualify for a categorical exemption. City Planning determined that a smaller project previously proposed for the same site required an MND.
2. The number of affordable units proposed does not satisfy the legal requirement for replacement units. There were previously at least 16 RSO units on the site, and possibly as many as 20 RSO units.
3. The City cannot make the findings required to approve a site plan review.
4. The requested 6.74 FAR is not permitted under Hollywood Redevelopment Plan.
5. Because the project is in close proximity to the Hollywood Freeway, the project will expose future residents to well-documented health risks for persons living near high-traffic corridors.

Citizens for a Better Los Angeles opposes the project as currently proposed. Please see our detailed comments below.

Casey Maddren
Citizens for a Better Los Angeles

Comments Re 1715 - 1739 North Bronson Avenue
Case Nos.: VTT-83510-CN-HCA; CPC-2021-6886-DB-SPR-WDI-HCA

The Project Does Not Qualify for a Categorical Exemption

The project does not qualify for a categorical exemption as it is not consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations. Among other things, the project is not consistent with the Housing Element, the Hollywood Community Plan or the Hollywood Redevelopment Plan. In part, this is because the project site was previously occupied by between 16 and 20 rent-stabilized apartments, which have been demolished. The proposed project's inclusion of 12 affordable units represents a net loss of housing accessible to low-income households.

Also, approval of the project would result in significant effects relating to traffic, noise and air quality. Additionally, the site cannot be adequately served by all required utilities and public services, including police, water, sanitation and solid waste disposal.

There are also exceptions that apply, pursuant to CEQA Guidelines 15300.2. This project is one of dozens of residential projects that have either been approved, are currently under construction or have already been completed in the Hollywood area. The City has not analyzed increased impacts on LAPD, LAFD, or solid waste disposal. Much of the water infrastructure in the area around the project site is over 70 years old, and there have been numerous water line breaks in recent years. Because the project is one of numerous similar projects in the Hollywood area, cumulative impacts will be considerable, and therefore an exception applies.

City Planning's Application of CEQA Is Inconsistent and Does Not Demonstrate the Use of Objective Standards

In 2014, a 7-story, 89-unit apartment building was proposed for this same site, case numbers ENV-2014-3610-MND, DIR-2014-3609-SPR. City Planning found that the project required environmental review under CEQA, and an MND was published. Now a substantially larger project is proposed which will rise more than three times as high and contain about 50% more units, but the City claims that the new project is exempt from CEQA. This shows that the City's application of CEQA is inconsistent and is not based on objective standards.

Number of Affordable Units Proposed Does Not Satisfy Requirement for Replacement Units

According to LADBS records, there were previously at least 16 RSO units on the site, and possibly as many as 20 RSO units. LADBS shows two demolition permits issued in 2018:

Permit No. 16019 - 10000 - 05205, 1723 -1727 3/4 N Bronson, 10 Units

Permit No. 16019 - 10000 - 05217, 1731 N Bronson Ave, 6 Units

LADBS also shows a certificate of occupancy issued for a SFD converted to a 4-unit apartment building:

Certificate of Occupancy, 07/22/2014, 1717 N Bronson, Conversion of SFD to 4-unit apartment building

All of these units were covered by the Rent Stabilization Ordinance. CA Gov Code 65915 requires at least an equal number of affordable replacement units in the newly proposed project.

The City Cannot Make the Findings Required for Site Plan Review

In order to approve a site plan review, the City must find that the project is in substantial conformance with the General Plan and applicable community plans. As stated above, the project is not in conformance with the Housing Element, the Hollywood Community Plan and the Hollywood Redevelopment Plan, in part because, as currently proposed, the project involves a net loss of housing accessible to low-income households.

The project is also glaringly incompatible with existing structures on adjacent properties and neighboring properties.

Requested FAR is Not Permitted under the Hollywood Redevelopment Plan

The requested 6.74 FAR is not permitted under the Hollywood Redevelopment Plan.

Proximity to Hollywood Freeway Puts Future Residents at Increased Risk of Lung Disease

Air quality in the Hollywood area already fails to meet Federal air quality standards. In addition, decades of research show that people living in close proximity to high-traffic corridors are at increased risk of lung disease, especially children and seniors.

[USC Study Links Smoggy Air to Lung Damage in Children, September 2004](#)

The California Air Resources Board (CARB) Air Quality and Land Use Handbook, warns cities about the risks of building housing near freeways. Here's the number one item on the handbook's list of recommendations.

"Avoid siting new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day."



T 510.836.4200
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1939 Harrison Street, Ste. 150
Oakland, CA 94612

www.lozeaudrury.com
richard@lozeaudrury.com

Via Email

November 10, 2021

Michelle Carter, Planning Associate
Department of City Planning
City of Los Angeles
200 N. Spring St., Room 763
Los Angeles, CA 90012
michelle.carter@lacity.org

Vince Bertoni, AICP, Director
Department of City Planning
City of Los Angeles
200 N. Spring Street, Room 525
Los Angeles, CA 90012
vince.bertoni@lacity.org

Holly L. Wolcott, City Clerk
City of Los Angeles
200 N. Spring Street, Room 360
Los Angeles, CA 90012
cityclerk@lacity.org

Re: CEQA and Land Use Notice Request for Bronson Residential Tower (ENV-2021-6887-EAF; CPC-2021-6886-DB-SPR-WDI-HCA)

Dear Ms. Carter, Mr. Bertoni, and Ms. Wolcott:

I am writing on behalf of Supporters Alliance for Environmental Responsibility ("SAFER") regarding the project known as Bronson Residential Tower (ENV-2021-6887-EAF; CPC-2021-6886-DB-SPR-WDI-HCA), including all actions related or referring to the proposed construction of a 24 story residential building with 128 dwelling units and 134 parking spaces, located at 1715-1739 N. Bronson Avenue in the City of Los Angeles ("Project").

We hereby request that the City of Los Angeles ("City") send by electronic mail, if possible or U.S. mail to our firm at the address below notice of any and all actions or hearings related to activities undertaken, authorized, approved, permitted, licensed, or certified by the City and any of its subdivisions, and/or supported, in whole or in part, through contracts, grants, subsidies, loans or other forms of assistance from the City, including, but not limited to the following:

- Notice of any public hearing in connection with the Project as required by California Planning and Zoning Law pursuant to Government Code Section 65091.
- Any and all notices prepared for the Project pursuant to the California Environmental Quality Act ("CEQA"), including, but not limited to:
 - Notices of any public hearing held pursuant to CEQA.
 - Notices of determination that an Environmental Impact Report ("EIR") is required for the Project, prepared pursuant to Public Resources Code Section 21080.4.
 - Notices of any scoping meeting held pursuant to Public Resources Code Section 21083.9.

November 10, 2021

CEQA and Land Use Notice Request for Bronson Residential Tower (ENV-2021-6887-EAF; CPC-2021-6886-DB-SPR-WDI-HCA)

Page 2 of 2

- Notices of preparation of an EIR or a negative declaration for the Project, prepared pursuant to Public Resources Code Section 21092.
- Notices of availability of an EIR or a negative declaration for the Project, prepared pursuant to Public Resources Code Section 21152 and Section 15087 of Title 14 of the California Code of Regulations.
- Notices of approval and/or determination to carry out the Project, prepared pursuant to Public Resources Code Section 21152 or any other provision of law.
- Notices of any addenda prepared to a previously certified or approved EIR.
- Notices of approval or certification of any EIR or negative declaration, prepared pursuant to Public Resources Code Section 21152 or any other provision of law.
- Notices of determination that the Project is exempt from CEQA, prepared pursuant to Public Resources Code section 21152 or any other provision of law.
- Notice of any Final EIR prepared pursuant to CEQA.
- Notice of determination, prepared pursuant to Public Resources Code Section 21108 or Section 21152.

Please note that we are requesting notices of CEQA actions and notices of any public hearings to be held under any provision of Title 7 of the California Government Code governing California Planning and Zoning Law. **This request is filed pursuant to Public Resources Code Sections 21092.2 and 21167(f), and Government Code Section 65092**, which require local counties to mail such notices to any person who has filed a written request for them with the clerk of the agency's governing body.

Please send notice by electronic mail or U.S. Mail to:

Richard Drury
Stacey Osborne
Molly Greene
Lozeau Drury LLP
1939 Harrison Street, Suite 150
Oakland, CA 94612
richard@lozeaudrury.com
stacey@lozeaudrury.com
molly@lozeaudrury.com

Please call if you have any questions. Thank you for your attention to this matter.

Sincerely,



Molly Greene
Lozeau | Drury LLP



T 510.836.4200
F 510.836.4205

1939 Harrison Street, Ste. 150
Oakland, CA 94612

www.lozeaudrury.com
Amalia@lozeaudrury.com

Via Email

March 22, 2022

Michelle Carter, City Planning Associate
City of Los Angeles
200 N. Spring St., Room 763
Los Angeles, CA 90012
michelle.carter@lacity.org
per.planning@lacity.org

**Re: Categorical Exemption – Bronson Residential Tower Project
ENV-2021-6887-EAF; CPC-2021-6886-DB-SPR-WDI-HCA
Hearing Officer Hearing, March 23, 2022**

Dear Ms. Carter:

I am writing on behalf of Supporters Alliance for Environmental Responsibility (“SAFER”) regarding the Project known as Bronson Residential Tower (ENV-2021-6887-EAF; CPC-2021-6886-DB-SPR-WDI-HCA), including all actions related or referring to the proposed construction of a 24-story residential building with 128 units and four levels of parking, located at 1725, 1729, and 1739 North Bronson Avenue, in the City of Los Angeles (“Project”). SAFER objects to staff’s determination that the Project is categorically exempt from the requirement for the preparation of environmental documents under the California Environmental Quality Act (“CEQA”) pursuant to Section 15332 of the CEQA Guidelines (“Infill Exemption”).

I. DISCUSSION

CEQA mandates that “the long-term protection of the environment . . . shall be the guiding criterion in public decisions” throughout California. (PRC § 21001(d).) To achieve its objectives of environmental protection, CEQA has a three-tiered structure. (14 CCR § 15002(k); *Committee to Save the Hollywoodland Specific Plan v. City of Los Angeles* (2008) 161 Cal.App.4th 1168, 1185-86 (“*Hollywoodland*”).) First, if a project falls into an exempt category, or it can be seen with certainty that the activity in question will not have a significant effect on the environment, no further agency evaluation is required. *Id.* Second, if there is a possibility the project will have a significant effect on the environment, the agency must perform an initial threshold study. (*Id.*; 14 CCR § 15063(a).) If the study indicates that there is no substantial evidence that the project or

any of its aspects may cause a significant effect on the environment the agency may issue a negative declaration. (*Id.*, 14 CCR §§ 15063(b)(2), 15070.) Finally, if the project will have a significant effect on the environment, an environmental impact report (“EIR”) is required. (*Id.*) Here, since the City exempted the Project from CEQA entirely, we are at the first step of the CEQA process.

a. CEQA Exemptions

CEQA identifies certain classes of projects which are exempt from the provisions of CEQA. These are called categorical exemptions. (14 CCR §§ 15300, 15354.) “Exemptions to CEQA are narrowly construed and “[e]xemption categories are not to be expanded beyond the reasonable scope of their statutory language.” (*Mountain Lion Foundation v. Fish & Game Com.* (1997) 16 Cal.4th 105, 125.)

The determination as to the appropriate scope of a categorical exemption is a question of law subject to independent, or de novo, review. (*San Lorenzo Valley Community Advocates for Responsible Education v. San Lorenzo Valley Unified School Dist.*, (2006) 139 Cal. App. 4th 1356, 1375 (“[Q]uestions of interpretation or application of the requirements of CEQA are matters of law. (Citations.) Thus, for example, interpreting the scope of a CEQA exemption presents ‘a question of law, subject to de novo review by this court.’ (Citations).”)

b. Exceptions to Infill Exemptions

There are several exceptions to the categorical exemptions. (14 CCR § 15300.2.) At least two exceptions are relevant here:

- (1) Cumulative Impacts. A project may not be exempted from CEQA review “when the cumulative impact of successive projects of the same type in the same place, over time is significant.” (14 CCR § 15300.2(b)).

The City identified 20 related projects that would occur in the vicinity of the Project site around the same time as the Project, but concluded that the Project “would not contribute to any significant cumulative impacts resulting from successive projects of the same type in the same place over time.” (Bronson Residential Tower Project Categorical Exemption, hereafter “Exemption,” p. 50). However, this conclusion is based in part on the City’s conclusion that air quality impacts of the individual Project would also be less-than-significant. As discussed below, this conclusion is not supported by substantial evidence, therefore the City’s conclusion regarding cumulative impacts is also unsupported. The Project therefore cannot be exempted under CEQA.

- (2) Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource. (14 CCR § 15300.2(f)).

The proposed Project will be located directly adjacent to a recognized historical resource, the Lombardi House. Environmental consulting firm Environmental Science Associates (“ESA”) prepared a Historic Resources Memo which concluded that the Project would not cause a substantial adverse change in the significance of the Lombardi House. (Exemption, Appendix E). However, neither the City’s discussion nor the ESA report address the potential indirect physical impacts that the construction of a 24-story building directly adjacent to the Lombardi House may have on that property. The exemption should therefore be withdrawn, and an Environmental Impact Report (“EIR”) prepared to adequately assess this impact.

c. Limitations on Infill Exemptions

A project may only be exempt under the Infill Exemption where the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.” (14 CCR § 15332(d).) As part of its air quality assessment, the City included an analysis from DKA Planning consultants (“DKA”). (Exemption, Appendix D). The analysis identified six residential buildings within 400 feet of the project as sensitive receptors and used CalEEMod to assess impacts on those receptors. However, DKA did not conduct a Health Risk Assessment (“HRA”), and has therefore failed to give sufficient information with which to determine whether there would be significant air quality effects. Without an HRA, the Infill Exemption is unsupported by substantial evidence and, therefore, in violation of CEQA.

As for its discussion of noise impacts, the exemption document claims that “[o]ther mechanical equipment would be housed within the Project building itself . . . [t]he noise generated by this equipment would likely not be audible from outside of the Project building.” (Exemption, p. 37). The City provides no evidence to support this conclusion regarding noise impacts from on-site operational activities, therefore also rendering the conclusion unsupported by substantial evidence. Additionally, the consultants who performed the noise analysis for the Project conducted technical surveys on June 2, 2021. (Exemption, p. 28). It was not until June 15, 2021 that the state of California dropped most of its pandemic restrictions¹, therefore making the June 2 date a skewed baseline off of which to analyze noise impacts.

¹ <https://www.nbclosangeles.com/news/local/whats-changing-on-june-15-in-california-coronavirus-pandemic-reopening/2614733/>.

March 22, 2022

Comment re: Bronson Residential Project, CEQA Infill Exemption

Hearing Officer Hearing

Page 4 of 4

II. CONCLUSION

The CEQA Analysis fails to properly analyze and mitigate impacts to air quality, noise, historical resources, and other impacts. The analysis should be withdrawn, an Environmental Impact Report should be prepared, and the draft EIR should be circulated for public review and comment in accordance with CEQA. Thank you for your consideration of this letter.

Sincerely,

A handwritten signature in black ink, appearing to read "Amalia Bowley Fuentes", with a stylized flourish at the end.

Amalia Bowley Fuentes
Lozeau | Drury LLP

ADAMS BROADWELL JOSEPH & CARDOZO

A PROFESSIONAL CORPORATION

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AIDAN P. MARSHALL
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MICHAEL R. SEVILLE

Of Counsel

MARC D. JOSEPH
DANIEL L. CARDOZO

March 15, 2022

*Not admitted in California.
Licensed in Colorado.

VIA EMAIL AND U.S. MAIL

Michelle Carter, City Planning Associate
City of Los Angeles
Department of City Planning
200 North Spring Street, Room 763
Los Angeles, CA 90012
Email: michelle.carter@lacity.org

VIA EMAIL ONLY

Planning Records Management
Department
Email: planning.recordsmgmt@lacity.org

Beatrice Pacheco, Chief Clerk
Email: beatrice.pacheco@lacity.org

**Re: Request for Immediate Access to Public Records - 1715 N.
Bronson Avenue Project (ENV-2021-6887-CE; VTT-83510-CN-HCA;
CPC-2021-6886-DB-SPR-WDI-HCA)**

Dear Ms. Carter, Planning Records Management Department, and Ms. Pacheco:

We are writing on behalf of Coalition for Responsible Equitable Economic Development ("CREED LA") to request ***immediate access*** to any and all public records referring or related to the 1715 N. Bronson Avenue Project (ENV-2021-6887-CE; VTT-83510-CN-HCA; CPC-2021-6886-DB-SPR-WDI-HCA) ("Project"), proposed by 1717 Bronson LLC and immediate access to all documents referenced in the CEQA Categorical Exemption document for the Project. The Project proposes to construct a 24-story, 128 dwelling unit residential building with 134 parking spaces. The existing structures are to remain. The Project would be located at 1715 N. Bronson Avenue, Los Angeles, CA 90028. This request includes, but is not limited to, any and all materials, applications, correspondence, resolutions, memos,

6058-001acp

March 15, 2022
Page 2

notes, analyses, electronic mail messages, files, maps, charts, and/or any other documents related to the Project.

This request is made pursuant to the California Public Records Act, Government Code §§ 6250, *et seq.* This request is also made pursuant to Article I, section 3(b) of the California Constitution, which provides a constitutional right of access to information concerning the conduct of government. Article I, section 3(b) provides that any statutory right to information shall be broadly construed to provide the greatest access to government information and further requires that any statute that limits the right of access to information shall be narrowly construed.

We request ***immediate access*** to review the above documents pursuant to section 6253(a) of the Public Records Act, which requires public records to be “open to inspection at all times during the office hours of the state or local agency” and provides that “every person has a right to inspect any public record.” Gov. Code § 6253(a). Therefore, the 10-day response period applicable to a “request for a copy of records” under Section 6253(c) does not apply to this request.

I will be contacting you to arrange for the review/duplication/transmission of the requested records soon. In the interim, if you have any questions or concerns regarding this request, my contact information is:

U.S. Mail

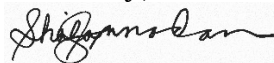
Sheila Sannadan
Adams Broadwell Joseph & Cardozo
601 Gateway Boulevard, Suite 1000
South San Francisco, CA 94080-7037

Email

ssannadan@adamsbroadwell.com

Thank you for your assistance with this matter.

Sincerely,



Sheila M. Sannadan
Legal Assistant

SMS:acp

CC: Vince Bertoni, Director of Planning
Email: vince.bertoni@lacity.org

6058-001acp

OFFICERS:
PRESIDENT Sheila Irani
VICE-PRESIDENT Tom Meredith
TREASURER Robert Morrison
SECRETARY Brandi D'Amore



BOARD MEMBERS:
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Thomas Daniels Valls Tony Zimbardi

HOLLYWOOD UNITED NEIGHBORHOOD COUNCIL
Certified Neighborhood Council #52
P.O. Box 3272, Los Angeles, CA 90078
Email:info@myhunc.com

February 21, 2022

To: City of Los Angeles
 Department of City Planning

Re: 1715-1739 N. Bronson Avenue
 Case Number: VTT-83510-CN-HCA
 ENV-2021-6887-EAF

The Hollywood United Neighborhood Council (HUNC) at their regularly scheduled meeting on February 14, 2022 reviewed this project and voted to oppose the project as proposed and the precedence that it sets for the height, placement/siting and density of this of project. HUNC understands the limited impact on our scope of influence over these kinds of projects due to the California State ordinances. With that in mind, we request the project be conditioned as follows:

- Due to the safety concerns of the Bronson Avenue and Hollywood Blvd. intersection and specifically, the fact that turning left at Hollywood from Bronson to access the Hollywood Freeway is a major problematic intersection, construction to be managed in such a way that two lanes of Bronson are kept open at all times and that there is no staging of construction equipment on Bronson.
- Traffic lanes and protocols be set up to safely manage bicycle use in and out of and around the project.
- Due to environmental concerns regarding air quality and the need for tree canopy over sidewalks and wildlife protection (specifically birds that may interfere with the building windows) that native California vegetation be used throughout the project.
- The number of affordable housing units be increased to 16 to offset the 16 affordable housing units that were torn down. The units to be RSO units to replace those taken off due to the exercise of the Ellis Act options by the applicant.
- All leases to contain clauses forbidding the use of the apartments as AirBnB's, short term rentals or extended stay.

Sincerely yours,

Jim Van Dusen*
Chair, Planning and Land Use Management Committee
*signed electronically

Sheila Irani*
President

P: (626) 381-9248
F: (626) 389-5414
E: info@mitchtsailaw.com



139 South Hudson Avenue
Suite 200
Pasadena, California 91101

VIA E-MAIL

March 23, 2022

Vince Bertoni, Director of Planning
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Holly L. Wolcott, City Clerk
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Michelle Carter, City Planning Associate
City of Los Angeles, Planning Department
200 N. Spring St., Room 763
Los Angeles, CA 90012
Em: michelle.carter@lacity.org

RE: 1715-1739 N. Bronson Ave. Project (Case #s: VTT-83510-CN-HCA;
CPC-2021-6886-DB-SPR-WDI-HCA; ENV-2021-6887-CE).

Dear Mr. Bertoni, Ms. Wolcott, and Ms. Carter:

On behalf of the Southwest Regional Council of Carpenters (“**SWRCC**” or “**Southwest Carpenters**”), my Office is submitting these comments on the project proposed at 1715-1739 N. Bronson Ave. (“**Project**”) and requesting various approvals and actions from the City of Los Angeles (“**City**” or “**Lead Agency**”). The Project will be coming before the Deputy Advisory Agency and Hearing Officer on March 23, 2022, at 10:30am, seeking approvals of Case #s: VTT-83510-CN-HCA; CPC-2021-6886-DB-SPR-WDI-HCA, and a CEQA exemption for Case # ENV-2021-6887-CE.

The Southwest Carpenters is a labor union representing more than 50,000 union carpenters in six states, including California, and has a strong interest in well-ordered land use planning, addressing the environmental impacts of development projects and equitable economic development.

Individual members of the Southwest Carpenters live, work and recreate in the area and surrounding communities and would be directly affected by the Project’s environmental impacts.

SWRCC expressly reserve the right to supplement these comments at or prior to hearings on the Project, and at any later hearings and proceedings related to this Project. Cal. Gov't Code § 65009(b); Cal. Pub. Res. Code § 21177(a); *Bakersfield Citizens for Local Control v. Bakersfield* (2004) 124 Cal.App.4th 1184, 1199-1203; see *Galante Vineyards v. Monterey Water Dist.* (1997) 60 Cal.App.4th 1109, 1121.

SWRCC incorporate by reference all comments raising issues regarding the Project and its CEQA compliance, submitted prior to the Project approvals. *Citizens for Clean Energy v City of Woodland* (2014) 225 Cal.App.4th 173, 191 (finding that any party who has objected to the Project's environmental documentation may assert any issue timely raised by other parties).

Moreover, SWRCC request that the Lead Agency provide notice for any and all notices referring or related to the Project issued under the California Environmental Quality Act (“**CEQA**”), Cal Public Resources Code (“**PRC**”) § 21000 *et seq*, and the California Planning and Zoning Law (“**Planning and Zoning Law**”), Cal. Gov't Code §§ 65000–65010. California Public Resources Code Sections 21092.2, and 21167(f) and Government Code Section 65092 require agencies to mail such notices to any person who has filed a written request for them with the clerk of the agency's governing body.

The City should require community benefits such as requiring local hire and use of a skilled and trained workforce to build the Project. The City should require the use of workers who have graduated from a Joint Labor Management apprenticeship training program approved by the State of California, or have at least as many hours of on-the-job experience in the applicable craft which would be required to graduate from such a state approved apprenticeship training program or who are registered apprentices in an apprenticeship training program approved by the State of California.

Community benefits such as local hire and skilled and trained workforce requirements can also be helpful to reduce environmental impacts and improve the positive economic impact of the Project. Local hire provisions requiring that a certain percentage of workers reside within 10 miles or less of the Project Site can reduce the length of vendor trips, reduce greenhouse gas emissions and providing localized economic benefits. As environmental consultants Matt Hagemann and Paul E. Rosenfeld note:

[A]ny local hire requirement that results in a decreased worker trip length from the default value has the potential to result in a reduction of

construction-related GHG emissions, though the significance of the reduction would vary based on the location and urbanization level of the project site.

March 8, 2021 SWAPE Letter to Mitchell M. Tsai re Local Hire Requirements and Considerations for Greenhouse Gas Modeling.

Skilled and trained workforce requirements promote the development of skilled trades that yield sustainable economic development. As the California Workforce Development Board and the UC Berkeley Center for Labor Research and Education concluded:

. . . labor should be considered an investment rather than a cost – and investments in growing, diversifying, and upskilling California’s workforce can positively affect returns on climate mitigation efforts. In other words, well trained workers are key to delivering emissions reductions and moving California closer to its climate targets.¹

Recently, on May 7, 2021, the South Coast Air Quality Management District found that that the “[u]se of a local state-certified apprenticeship program or a skilled and trained workforce with a local hire component” can result in air pollutant reductions.²

Cities are increasingly adopting local skilled and trained workforce policies and requirements into general plans and municipal codes. For example, the City of Hayward 2040 General Plan requires the City to “promote local hiring . . . to help achieve a more positive jobs-housing balance, and reduce regional commuting, gas consumption, and greenhouse gas emissions.”³

In fact, the City of Hayward has gone as far as to adopt a Skilled Labor Force policy into its Downtown Specific Plan and municipal code, requiring developments in its

¹ California Workforce Development Board (2020) Putting California on the High Road: A Jobs and Climate Action Plan for 2030 at p. ii, *available at* <https://laborcenter.berkeley.edu/wp-content/uploads/2020/09/Putting-California-on-the-High-Road.pdf>.

² South Coast Air Quality Management District (May 7, 2021) Certify Final Environmental Assessment and Adopt Proposed Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions Program, and Proposed Rule 316 – Fees for Rule 2305, Submit Rule 2305 for Inclusion Into the SIP, and Approve Supporting Budget Actions, *available at* <http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2021/2021-May7-027.pdf?sfvrsn=10>.

³ City of Hayward (2014) Hayward 2040 General Plan Policy Document at p. 3-99, *available at* https://www.hayward-ca.gov/sites/default/files/documents/General_Plan_FINAL.pdf.

Downtown area to require that the City “[c]ontribute to the stabilization of regional construction markets by spurring applicants of housing and nonresidential developments to require contractors to utilize apprentices from state-approved, joint labor-management training programs, . . .”⁴ In addition, the City of Hayward requires all projects 30,000 square feet or larger to “utilize apprentices from state-approved, joint labor-management training programs.”⁵

Locating jobs closer to residential areas can have significant environmental benefits. As the California Planning Roundtable noted in 2008:

People who live and work in the same jurisdiction would be more likely to take transit, walk, or bicycle to work than residents of less balanced communities and their vehicle trips would be shorter. Benefits would include potential reductions in both vehicle miles traveled and vehicle hours traveled.⁶

In addition, local hire mandates as well as skill training are critical facets of a strategy to reduce vehicle miles traveled. As planning experts Robert Cervero and Michael Duncan noted, simply placing jobs near housing stock is insufficient to achieve VMT reductions since the skill requirements of available local jobs must be matched to those held by local residents.⁷ Some municipalities have tied local hire and skilled and trained workforce policies to local development permits to address transportation issues. As Cervero and Duncan note:

In nearly built-out Berkeley, CA, the approach to balancing jobs and housing is to create local jobs rather than to develop new housing. The city’s First Source program encourages businesses to hire local residents, especially for entry- and intermediate-level jobs, and sponsors vocational training to ensure residents are employment-ready. While the program is

⁴ City of Hayward (2019) Hayward Downtown Specific Plan at p. 5-24, *available at* <https://www.hayward-ca.gov/sites/default/files/Hayward%20Downtown%20Specific%20Plan.pdf>.

⁵ City of Hayward Municipal Code, Chapter 10, § 28.5.3.020(C).

⁶ California Planning Roundtable (2008) Deconstructing Jobs-Housing Balance at p. 6, *available at* <https://cprroundtable.org/static/media/uploads/publications/cpr-jobs-housing.pdf>.

⁷ Cervero, Robert and Duncan, Michael (2006) Which Reduces Vehicle Travel More: Jobs-Housing Balance or Retail-Housing Mixing? *Journal of the American Planning Association* 72 (4), 475-490, 482, *available at* <http://reconnectingamerica.org/assets/Uploads/UTCT-825.pdf>.

voluntary, some 300 businesses have used it to date, placing more than 3,000 city residents in local jobs since it was launched in 1986. When needed, these carrots are matched by sticks, since the city is not shy about negotiating corporate participation in First Source as a condition of approval for development permits.

The City should consider utilizing skilled and trained workforce policies and requirements to benefit the local area economically and mitigate greenhouse gas, air quality and transportation impacts.

Also, the City should require the Project to be built to standards exceeding the current 2019 California Green Building Code and 2020 County of Los Angeles Green Building Standards Code to mitigate the Project's environmental impacts and to advance progress towards the State of California's environmental goals.

I. THE CITY IS HEARING THIS ITEM IN VIOLATION OF THE BROWN ACT SINCE THE AGENDA WAS NOT POSTED AT LEAST 72 HOURS BEFOREHAND

SWRCC respectfully demand in accordance with Sections 54960 and 54960.1 of the Brown Act, Cal Government Code section 54950 *et seq* that the City cure and correct a violation of the Brown Act by continuing and renoticing a new date for this hearing. Cal. Government Code section 54954.2 requires that an agenda containing a brief description of each item of business be posted at least 72 hours prior to the meeting.

As of 2:27 pm on March 21, 2022, the City's website did not have a copy of the agenda for this meeting, which subsequently was posted. See attached Exhibit G for a true and correct copy of the City planning "Commissions, Boards, and Hearings" website at <https://planning.lacity.org/about/commissions-boards-hearings#hearings> at 2:27 pm on March 21, 2022.

II. THE PROJECT WOULD BE APPROVED IN VIOLATION OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

A. Background Concerning the California Environmental Quality Act

CEQA has two basic purposes. First, CEQA is designed to inform decision makers and the public about the potential, significant environmental effects of a project. CEQA Guidelines § 15002(a)(1). "Its purpose is to inform the public and its

responsible officials of the environmental consequences of their decisions *before* they are made. Thus, the EIR ‘protects not only the environment but also informed self-government.’ [Citation.]” *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal. 3d 553, 564. The EIR has been described as “an environmental ‘alarm bell’ whose purpose it is to alert the public and its responsible officials to environmental changes before they have reached ecological points of no return.” *Berkeley Keep Jets Over the Bay v. Bd. of Port Comm’rs.* (2001) 91 Cal. App. 4th 1344, 1354 (“*Berkeley Jets*”); *County of Inyo v. Yorty* (1973) 32 Cal. App. 3d 795, 810.

Second, CEQA directs public agencies to avoid or reduce environmental damage when possible by requiring alternatives or mitigation measures. CEQA Guidelines § 15002(a)(2) and (3). *See also, Berkeley Jets*, 91 Cal. App. 4th 1344, 1354; *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal. 3d 553; *Laurel Heights Improvement Ass’n v. Regents of the University of California* (1988) 47 Cal. 3d 376, 400. The EIR serves to provide public agencies and the public in general with information about the effect that a proposed project is likely to have on the environment and to “identify ways that environmental damage can be avoided or significantly reduced.” CEQA Guidelines § 15002(a)(2). If the project has a significant effect on the environment, the agency may approve the project only upon finding that it has “eliminated or substantially lessened all significant effects on the environment where feasible” and that any unavoidable significant effects on the environment are “acceptable due to overriding concerns” specified in CEQA Pub. Res. Code § 21081. CEQA Guidelines § 15092(b)(2)(A–B).

While the courts review an EIR using an “abuse of discretion” standard, “the reviewing court is not to ‘uncritically rely on every study or analysis presented by a project proponent in support of its position.’ A ‘clearly inadequate or unsupported study is entitled to no judicial deference.’” *Berkeley Jets*, 91 Cal. App. 4th 1344, 1355 (emphasis added) (quoting *Laurel Heights*, 47 Cal. 3d at 391, 409 fn. 12). Drawing this line and determining whether the EIR complies with CEQA’s information disclosure requirements presents a question of law subject to independent review by the courts. *Sierra Club v. Cnty. of Fresno* (2018) 6 Cal. 5th 502, 515; *Madera Oversight Coalition, Inc. v. County of Madera* (2011) 199 Cal. App. 4th 48, 102, 131. As the court stated in *Berkeley Jets*, 91 Cal. App. 4th at 1355:

A prejudicial abuse of discretion occurs “if the failure to include relevant information precludes informed decision-making and informed public participation, thereby thwarting the statutory goals of the EIR process.

“The preparation and circulation of an EIR is more than a set of technical hurdles for agencies and developers to overcome. The EIR’s function is to ensure that government officials who decide to build or approve a project do so with a full understanding of the environmental consequences and, equally important, that the public is assured those consequences have been taken into account. [Citation.] For the EIR to serve these goals it must present information so that the foreseeable impacts of pursuing the project can be understood and weighed, and the public must be given an adequate opportunity to comment on that presentation before the decision to go forward is made.” *Communities for a Better Environment v. Richmond* (2010) 184 Cal. App. 4th 70, 80 (quoting *Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova* (2007) 40 Cal. 4th 412, 449–450).

Where the Lead Agency chooses to dispose of CEQA by asserting a CEQA exemption, it has a duty to support its CEQA exemption findings by substantial evidence, including evidence that there are no applicable exceptions to exemptions. This duty is imposed by CEQA and related case law. Guidelines § 15020 [“The Lead Agency shall not knowingly release a deficient document hoping that public comments will correct defects in the document.”]; *see also, Citizens for Environmental Responsibility v. State ex rel. 14th Dist. Ag. Assn.* (2015) 242 Cal.App.4th 555, 568 [“The lead agency has the burden to demonstrate that a project falls within a categorical exemption and the agency’s determination must be supported by substantial evidence”]; *Association for Protection etc. Values v. City of Ukiah* (1991) 2 Cal.App.4th 720, 732 [agency is required to consider exemption exceptions “where there is some information or evidence in the record that the project might have a significant impact.”]

The duty to support CEQA (and/or exemption) findings with substantial evidence is also required by the Code of Civil Procedure and case law on administrative or traditional writs. Under Code of Civil Procedure (“CCP”) § 1094.5(b), an abuse of discretion is established if the decision is not supported by the findings, or the findings are not supported by the evidence. CCP § 1094.5(b). In *Topanga Assn. for a Scenic Community v. County of Los Angeles* (1974) 11 Cal. 3d 506, 515 (“*Topanga*”), our Supreme Court held that “implicit in [Code of Civil Procedure] section 1094.5 is a requirement that the agency which renders the challenged decision must set forth findings to bridge the analytic gap between the raw evidence and ultimate decision or order.” The agency’s findings may “be determined to be sufficient if a court ‘has no trouble under the circumstances discerning the analytic route the administrative agency traveled from

evidence to action.”” *West Chandler Blvd. Neighborhood Ass’n vs. City of Los Angeles* (2011) 198 Cal.App.4th 1506, 1521- 1522. However, “mere conclusory findings without reference to the record are inadequate.” *Id.* at 1521 (finding city council findings conclusory, violating *Topanga*).

Further, CEQA exemptions must be narrowly construed to accomplish CEQA’s environmental objectives. *California Farm Bureau Federation v. California Wildlife Conservation Bd.* (2006) 143 Cal.App.4th 173, 187 (“*California Farm*”); *Save Our Carmel River v. Monterey Peninsula Water Management Dist.* (2006) 141 Cal.App.4th 677, 697 (“These rules ensure that in all but the clearest cases of categorical exemptions, a project will be subject to some level of environmental review.”)

Finally, CEQA procedures reflect a preference for resolving doubts in favor of environmental review. *See*, Pub. Res. Code § 21080(c) [dispose of EIR only if “there is no substantial evidence, in light of the *whole record* before the lead agency, that the project *may* have a significant effect on the environment” or “revisions in the project Would avoid the effects or mitigate the effects to a point where *clearly* no significant effect on the environment would occur, *and*” Emph. added.]; Guidelines §§ 15061(b)(3) [common sense exemption only “where it can be seen with certainty”]; 15063(b)(1) [prepare an EIR “if the agency determines that there is substantial evidence that *any* aspect of the project, either *individually* or *cumulatively*, *may* cause a significant effect on the environment, *regardless* of whether the overall effect of the project is adverse or beneficial”]; 15064(h) [need to consider cumulative impacts of past, other current and “probable future” projects]; 15070 [prepare a negative declaration only if “no substantial evidence, *in light of the whole record* before the agency, that the project *may* have a significant effect on the environment,” or project “revisions would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, *and* (2) there is no substantial evidence, in light of the whole record before the project, that the project as revised *may* have a significant effect on the environment” emph. added]; *No Oil, Inc. v. City of Los Angeles* (1974) 13 Cal.3d 68, 83-84 [interpret “significant impacts” so as “to afford the fullest possible protection”].

- B. Due to the COVID-19 Crisis, the Lead Agency Must Adopt a Mandatory Finding of Significance that the Project May Cause a Substantial Adverse Effect on Human Beings and Mitigate COVID-19 Impacts

CEQA requires that an agency make a finding of significance when a Project may cause a significant adverse effect on human beings. PRC § 21083(b)(3); CEQA Guidelines § 15065(a)(4).

Public health risks related to construction work require a mandatory finding of significance under CEQA. Construction work has been defined as a Lower to High-risk activity for COVID-19 spread by the Occupational Safety and Health Administration. Recently, several construction sites have been identified as sources of community spread of COVID-19.⁸

Southwest Carpenters recommend that the Lead Agency adopt additional CEQA mitigation measures to mitigate public health risks from the Project's construction activities. Southwest Carpenters request that the Lead Agency require safe on-site construction work practices as well as training and certification for any construction workers on the Project Site.

In particular, based upon Southwest Carpenters' experience with safe construction site work practices, Southwest Carpenters recommend that the Lead Agency require that while construction activities are being conducted at the Project Site:

Construction Site Design:

- The Project Site will be limited to two controlled entry points.
- Entry points will have temperature screening technicians taking temperature readings when the entry point is open.
- The Temperature Screening Site Plan shows details regarding access to the Project Site and Project Site logistics for conducting temperature screening.
- A 48-hour advance notice will be provided to all trades prior to the first day of temperature screening.
- The perimeter fence directly adjacent to the entry points will be clearly marked indicating the appropriate 6-foot social distancing position for when you approach the screening

⁸ Santa Clara County Public Health (June 12, 2020) COVID-19 CASES AT CONSTRUCTION SITES HIGHLIGHT NEED FOR CONTINUED VIGILANCE IN SECTORS THAT HAVE REOPENED, *available at* <https://www.sccgov.org/sites/covid19/Pages/press-release-06-12-2020-cases-at-construction-sites.aspx>.

area. Please reference the Apex temperature screening site map for additional details.

- There will be clear signage posted at the project site directing you through temperature screening.
- Provide hand washing stations throughout the construction site.

Testing Procedures:

- The temperature screening being used are non-contact devices.
- Temperature readings will not be recorded.
- Personnel will be screened upon entering the testing center and should only take 1-2 seconds per individual.
- Hard hats, head coverings, sweat, dirt, sunscreen or any other cosmetics must be removed on the forehead before temperature screening.
- Anyone who refuses to submit to a temperature screening or does not answer the health screening questions will be refused access to the Project Site.
- Screening will be performed at both entrances from 5:30 am to 7:30 am.; main gate [ZONE 1] and personnel gate [ZONE 2]
- After 7:30 am only the main gate entrance [ZONE 1] will continue to be used for temperature testing for anybody gaining entry to the project site such as returning personnel, deliveries, and visitors.
- If the digital thermometer displays a temperature reading above 100.0 degrees Fahrenheit, a second reading will be taken to verify an accurate reading.
- If the second reading confirms an elevated temperature, DHS will instruct the individual that he/she will not be allowed to enter the Project Site. DHS will also instruct the

individual to promptly notify his/her supervisor and his/her human resources (HR) representative and provide them with a copy of Annex A.

Planning

- Require the development of an Infectious Disease Preparedness and Response Plan that will include basic infection prevention measures (requiring the use of personal protection equipment), policies and procedures for prompt identification and isolation of sick individuals, social distancing (prohibiting gatherings of no more than 10 people including all-hands meetings and all-hands lunches) communication and training and workplace controls that meet standards that may be promulgated by the Center for Disease Control, Occupational Safety and Health Administration, Cal/OSHA, California Department of Public Health or applicable local public health agencies.⁹

The United Brotherhood of Carpenters and Carpenters International Training Fund has developed COVID-19 Training and Certification to ensure that Carpenter union members and apprentices conduct safe work practices. The Lead Agency should require that all construction workers undergo COVID-19 Training and Certification before being allowed to conduct construction activities at the Project Site.

Southwest Carpenters has also developed a rigorous Infection Control Risk Assessment (“**ICRA**”) training program to ensure it delivers a workforce that understands how to identify and control infection risks by implementing protocols to

⁹ See also, The Center for Construction Research and Training, North America’s Building Trades Unions (April 27 2020) NABTU and CPWR COVID-19 Standards for U.S. Construction Sites, *available at* https://www.cpwr.com/sites/default/files/NABTU_CPWR_Standards_COVID-19.pdf; Los Angeles County Department of Public Works (2020) Guidelines for Construction Sites During COVID-19 Pandemic, *available at* https://dpw.lacounty.gov/building-and-safety/docs/pw_guidelines-construction-sites.pdf.

protect themselves and all others during renovation and construction projects in healthcare environments.¹⁰

ICRA protocols are intended to contain pathogens, control airflow, and protect patients during the construction, maintenance and renovation of healthcare facilities. ICRA protocols prevent cross contamination, minimizing the risk of secondary infections in patients at hospital facilities.

The City should require the Project to be built using a workforce trained in ICRA protocols.

III. THE PROJECT IS NOT ELIGIBLE FOR A CEQA EXEMPTION AS A MATTER OF LAW.

Based on the Hearing Notice for March 23, 2022, the Project seeks a CEQA exemption under Guidelines § 15332 (Class 32). However, the Project does not qualify for a Class 32 exemption for several reasons.

As relevant here, to qualify for a Class 32 exemption, there must be substantial factual evidence that:

“(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.

. . . .

(d) Approval of the project would nor result in any significant effects relating to traffic, noise, air quality, or water quality.

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

There is no factual evidence that the Project meets the three prongs above.

In addition, Guidelines § 15300.2(b), (c), and (f), respectively, exclude any kind of categorical exemptions, where, as relevant here, the Project may have “cumulative impacts”, significant effect due to “unusual circumstances”, and impacts to “historical resources.” Therefore, even if the Project met Class 32 threshold requirements – which it does not – the categorical exemption would still be excluded here due to

¹⁰ For details concerning Southwest Carpenters’s ICRA training program, *see* <https://icrahealthcare.com/>.

cumulative impacts, unusual circumstances, and historical impacts involved in this Project. (*California Farm Bureau Federation v. California Wildlife Conservation Bd.* (2006) 143 Cal.App.4th 173, 185 [“The lead agency has the burden to demonstrate such substantial evidence.”]) Arguments or speculation is not substantial evidence. (Guidelines § 15384.)

CEQA exemptions must be narrowly construed to accomplish CEQA’s environmental objectives. *California Farm, supra*, at 187; *Save Our Carmel River v. Monterey Peninsula Water Management Dist.* (2006) 141 Cal.App.4th 677, 697 [“These rules ensure that in all but the clearest cases of categorical exemptions, a project will be subject to some level of environmental review.”])

A. The Project Does Not Meet Class 32 Prerequisites As It Is Not Consistent with Applicable Zoning Regulations.

To qualify for Class 32 exemption, there shall be substantial evidence that “The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.” Guidelines § 15332(a). The Project’s requested numerous incentives and waivers of development standards – both listed and concealed – evidence that the Project does not and cannot meet the prerequisite under subdivision (a).

Based on the Public Hearing notice, the Project seeks numerous waivers and changes to the zoning regulations; namely:

- a. An On-Menu **Incentive** to permit averaging of floor area, density, open space, and parking throughout the project site, pursuant to LAMC Section 12.22.A.25(f)(8);
- b. An Off-Menu **Incentive** to pursuant to LAMC Section 12.22.A.25(g)(3), to permit a maximum floor area of **234,745 square feet** for a corresponding floor area ratio of approximately **6.74:1 averaged across the project site** in lieu of the otherwise permitted **1.5:1 FAR** in the C4-1-SN zone; and **6:1 FAR** in the R4-2 zone.
- c. An Off-Menu **waiver or modification** of a development standard to permit a the **elimination** of **required side yards** along Bronson Avenue **and** the property's **interior lot** line in lieu of the **otherwise required 16 foot side yards** at **both locations** pursuant to LAMC Section 12.16.C.2 and 12.11. C.2; and

d. An Off-Menu **waiver or modification** of a development standard to permit reduced building separation of **13 feet** in lieu of the otherwise required **54 feet**, pursuant to LAMC Section 12.21.C.2 3.

Pursuant to LAMC Section 16.05-C, Site Plan Review for a development project that creates or results in an increase of 50 or more dwelling units or guest rooms.

4. Pursuant to LAMC section 12.37 I.3, a **Waiver of Dedication and Improvements** to the Public Right of Way pertaining to an **otherwise required dedications** along Bronson Avenue and Carlos Avenue.”

The Project’s incentives and waivers are not warranted by law; in addition, they strongly evidence that the Project is inconsistent with applicable zoning regulations.

Thus, even if the Project is providing 11% affordable housing (11 units¹¹ out of 132 units [128 new units + 4 existing units]), the State Density Bonus law does not warrant

¹¹ Arguably, the Project does not even qualify for any density bonus at all because it does not “construct” 11% affordable units under Govt. Code 65915(b). The City’s documents do not disclose whether the Project is counting the *existing* and *remaining* 4 units on the Project site towards the affordable units or whether it will indeed “construct” 11 affordable units *in* the 128-unit new building. See pp. 2 and 11 [four existing units are part of the Project] at <https://www.laparks.org/sites/default/files/pdf/commissioner/2021/dec16/21-217.pdf>

Moreover, if the Applicant is improperly counting the “existing” units toward the number of affordable units it must provide to qualify for 35% density bonus, it must be noted that the number of units for purposes of density bonus is not only improperly included but also inaccurately counted to represent only 4 [four units]. Thus, based on ZIMAS information, 1715-1721 N. Bronson Ave. is now occupied with one single family unit which has 6 bedrooms, 4 bathrooms, and a total square footage of 4,778 sq. ft. Without any information on the location of affordable units and their bedroom/bathroom unit mix, it is possible that the Applicant improperly counts 6 bedrooms in the single family residence at 1717 N. Bronson Ave. as 6 affordable units, instead of 4 units it now claims. In any event, the City must verify and obtain assurances that the Applicant is indeed constructing 11 affordable units within the new building it proposes and is not counting the existing single family residence with 6 bedrooms and 4 bathrooms as 4 or 6 units. In addition, the City needs to make sure that the unit mix of the affordable units corresponds to the unit mix the Applicant plans to build, which is: **38** 1-bedroom-units, **37** 2-bedroom units and **53** 5-bedroom units. (Categorical Exemption Report, pdf p. 4.)

In addition, the City’s density bonus requirements mandate that the qualifying affordable units be comparable in any manner to the market-rate units and be also equitably interspersed throughout the entire new construction. See p. 6 at https://planning.lacity.org/Code_Studies/Housing/HouseIncentiveGuidelines.pdf If the Applicant is counting the existing 4 or 6 units towards the 11 affordable units to be

the number of incentives the Project seeks. Under Govt. Code § 65915(d)(3)(B), the Applicant may have **only two incentives** to allow building at the density of 35% more of the 98 units (for 11% very low income units); i.e., 128 units total. Here, the Public Hearing notice understates the number of incentives the Project seeks by not disclosing the fact that the Project seeks *more* than the 35% density bonus warranted under the Density Bonus Law. (**Exhibit D.**) The Density Bonus Law itself does not support the Project's density increase.

Exceeding the number of allowed two incentives, the Project qualifies all other deviations from development standards as merely “waivers.” However, waivers are allowed under the Density Bonus Law only in order to accommodate the maximum 35% density bonus and only if the site has any physical constraint. This Project is far different. Simply put, the Project does not need to have 24 stories to accommodate 128 units total. While the Project may seek to provide amenities, such as five levels of parking with space for 134 automobiles, along with 98 bicycle spaces, a gym, a 7,231-square-foot roof deck, co-working space, and other features, such as flexible space that could act as a ballroom to supplement Lombardi House events, those are not required to accommodate the 128 units. Those amenities are merely the Applicant's personal preferences. Govt. Code § 65915(e) makes clear that waivers or reductions of developmental standards may occur only if there is a physical constraint to accommodate the density the Project qualifies for (here, 35% density bonus to allow 128 units instead of the base 98 units), not to meet the Applicant's financial goals.

Govt. Code § 65915(e)(1) provides, in pertinent parts:

“[A]n applicant may submit to a city, county, or city and county, a proposal for the waiver or reduction of development standards that will have the effect of physically precluding the construction of a development meeting

constructed, it also violates the LA density bonus incentive regulations since the units built as early as 1912 (per ZIMAS) will not be comparable to the market-rate luxury 128 units and will be also located in a particular location – old building.

The City's documents are also inconsistent as to how many units will be built on the site and how many out of those will be affordable, by referring to 128, 132, 133 units total and 11 or 12 units affordable.

See also, p. 6 of Categorical Exemption Report: “1. A 35 percent ministerial density bonus pursuant to LAMC Section 12.22 A.25(c)(1) to permit a maximum residential density of 133 dwelling units (4 existing dwelling units and 128 new dwelling units) with 11 dwelling units (11 percent of the base density) reserved for Very Low Income Households;”

the criteria of subdivision (b) at the densities or with the concessions or incentives permitted under this section

This subdivision shall not be interpreted to require a local government to waive or reduce development standards if the waiver or reduction would have a **specific, adverse** impact, as defined in paragraph (2) of subdivision (d) of Section 65589.5, upon **health or safety**, and for which there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact. This subdivision shall not be interpreted to require a local government to waive or reduce development standards that would have an adverse impact on any real property that is listed in the California Register of **Historical Resources**, or to grant any **waiver or reduction** that would be contrary to **state or federal law**.” (Emph. added.)

There is no evidence that the Project site is *physically constrained* to accommodate 128 units *without* the requested waivers and dedications. The number of incentives and waivers requested for the Project far exceed the number of incentives to allow a 35% density bonus. The City provides a more comprehensive list of waivers and dedications in its Categorical Exemption document – not circulated to the public – where it lists 9 requests, and informs that the Applicant seeks to *exceed* the 35% bonus, obtain 0.5 parking space,¹² and will be seeking other approvals not listed now. (Categorical Exemption, CE Final, pp. 6-7.)

Accordingly, contrary to the City’s presentation of only two incentives and two waivers, the number of incentives and waivers is far greater, since waivers are sought for: (1) side yards; (2) interior lot lines; (3) on Carlos Ave.; (4) on Bronson Ave, etc. Similarly, the off-menu incentive is sought to allow FAR changes on: (1) C4-1-zoned lots to increase from 1.5:1 to 6.74:1; (2) R4-2 zoned lots to increase FAR from allegedly 6:1 to 6.74:1; (3) to average FAR across C4-1 and R4-2 lots. And the Project seeks unwarranted parking reductions and other approvals not disclosed at this time.

In fact, the number of reductions and deviations requested by the Project amount to variances, which require a special finding and process to adjudicate those, including a finding of physical constraints or infeasibility which the Project cannot support.

¹² To the extent the Applicant does not construct 11 units (11% of 98 base density) in the new 128-unit building and seeks instead to use the 4 existing units as part of the affordable housing requirement, the Applicant does not qualify for the 0.5 parking space either.

Further, the Public Hearing notice – and requested actions described therein – does not accurately disclose the *additional* density controls and other affordable housing (15% set-asides) and historical protection requirements of the Hollywood Redevelopment Plan (HRP), to which the Project site is subject to. Thus, under the HRP, the site's base density limit is 4.5:1, which may be increased *only* upon specific findings, but not exceed 6:1.¹³ Instead of disclosing this density limitation, the Public Hearing Notice claims the density on R4-1 zone is 6:1, to begin with, thus understating the increase in FAR the Project actually seeks. Similarly, the Project is subject to 15% affordable housing requirement under HRP Section 410.4, but does not provide it; there is also no evidence if Hollywood Redevelopment Plan areas' other developments in the aggregate met the 15% affordability requirement. Lastly, HRP Section 511 provides additional protections for historical resources, such as the one involved in this case. The Hollywood Redevelopment Plan density controls and other protections were adopted as mitigation measures to various impacts, as proposed by the environmental impact reports for the Plan and its further amendments.¹⁴

In addition, in view of requested reductions of side yards, street setbacks and internal setbacks, the requested waivers will have a specific, adverse impact on the health or safety of both the Project's future occupants and the surrounding human beings. In addition, the waivers or reductions may affect the historical resource on site, violating state law: CEQA. (See **Section II.C**, *infra*.)

Last but not least, the Project does not meet the City's zoning regulations as to replacing or planting trees. Thus, the Project does not meet the 2:1 ratio for replacing 22 trees it seeks to remove. (**Exhibit E**.) While it is supposed to plant 44 trees, it proposes to plant only 20. In addition, per LAMC, for each 4 new units, the Applicant must provide 1 tree, totaling 32 trees for 128 new units; yet, the Applicant provides only 20 trees. In fact, the Project underreports the number of trees to be removed as merely 4 (while the City's document identify 22 trees, including 5 from the project site alone) before the LA Board of Recreation and Park Commissioners, which reviewed the Project's plans as stating:

¹³ See e.g., pp. 32-33 of <https://planning.lacity.org/odocument/a73c7fe3-f197-47e4-8276-8a0126cd533c/HollywoodRedevelopmentPlan.pdf>

¹⁴ See pdf pp. 24-25 of the Hollywood Community Plan Draft EIR, Land Use Impacts Section at [https://planning.lacity.org/eir/Hollywood CPU/Deir/files/4.10%20Land%20Use%20&%20Planning.pdf](https://planning.lacity.org/eir/Hollywood%20CPU/Deir/files/4.10%20Land%20Use%20&%20Planning.pdf).

“TREE PLANTING SUMMARY

REQUIRED: 40 TREES

	<u>RATIO</u>	<u>L.A.M.C. TOTAL</u>
128 UNITS	1 PER 4 UNITS	32 TREES
4 TREES REMOVED	1 PER 2 TREES	8 TREES

PROPOSED: 20 TREES

NOTE: In-lieu fees will be paid for any shortage in proposed vs. required trees within the 50% maximum”¹⁵

The City’s reports and notices are either silent, inconsistent or evasive on this failure of the Project to meet the City’s tree replacement/planting requirements:

“There are 22 non-protected trees on the Project Site and eight (8) street trees located adjacent to the Project Site. Five (5) of the on-site trees would be removed and replaced in accordance with the City’s tree replacement requirements. The remaining 17 on-site trees would be protected in place. None of the street trees would be removed.” (Categorical Exemption CE Final, p. 5.)

“The 22 non-protected trees on the Project Site would be removed and replaced in accordance with the City’s tree replacement requirements.” (3/3/22 issued Public Hearing Notice for 3/23/22 hearing.)

In sum, the Project does not meet the prerequisite under Guidelines § 15332(a) to qualify for Class 32 exemption, as it is inconsistent with the City’s various regulations, redevelopment plans, and as it is inconsistent with state law, including Density Bonus Law, CEQA, and Planning and Zoning Law, as discussed further below.

B. The Project Does Not Meet Class 32 Prerequisites As It May Have Impacts on Traffic, Air Quality (GHG), Noise, and Water Quality.

To qualify for Class 32 exemption, Guidelines § 15332(d) specifically requires a showing that: “Approval of the project would not result in any significant effects

¹⁵ See pdf p. 11 at <https://www.laparks.org/sites/default/files/pdf/commissioner/2021/dec16/21-217.pdf>

relating to traffic, noise, air quality, or water quality.” Guidelines § 15332(e) similarly requires a showing that: “the site can be adequately served by all required utilities and public services.” The Project’s mass and scale do not meet these prerequisites.

Based on the LAMC information, depending on the mass and scale of the project, in order to qualify for a Class 32 exemption, the Applicant may be required to submit air quality, traffic, noise, biological and historical reports, to substantiate that the project will not have impact in those areas.¹⁶ Such reports are critical in this case.

The Project is a 24-story building (almost 275-feet high), of 128 dwelling units with 134 parking spaces, commercial and other amenities, and approximately 6.74:1 floor area ratio (FAR) averaged on two sites, which are otherwise limited to 1.5:1 FAR in the C4-1-SN zone and 6:1 FAR in the R4-2 zone. The Project is massive for its site and may cause air quality/GHG, traffic, noise, and water-quality impacts. This is particularly so in view of the fact that the Project seeks to use the density of the *existing* and *remaining* structures, average FARs throughout the Project sites, reduce or waive side yards, setbacks, interior lots, and even the required street dedications or improvements.

In addition, based on ZIMAS, the Project is in Special Grading Area (BOE Basic Grid Map A-13372), requiring soils and geology reports.¹⁷ The Project is 0.8km away from the Hollywood Earthquake Fault. Yet, the City’s documents do not show that soils and geology reports were required or prepared. Also, the Project is in Fire District No. 1 area, requiring additional mitigation measures against fire hazards. Any seismic or fire hazard caused by the Project may further contribute to its traffic, air quality, noise, and water quality impacts.

The City’s 389-page Categorical Exemption Report (obtained by our Office only through a public records request and not otherwise circulated to the public, also apparently prepared while all City’s records indicated the Project was “on hold”) denies that the Project may have traffic impacts by relying on *alternative* transportation mode, such as pedestrian-oriented design of widened sidewalk or the fact that the Project

¹⁶ See City of Los Angeles “INFILL DEVELOPMENT PROJECTS - CLASS 32 CATEGORICAL EXEMPTION SPECIAL REQUIREMENT CRITERIA” at <https://planning.lacity.org/odocument/ad70d15e-11b8-49ef-aba3-b168f670a576/Class%2032%20Categorical%20Exemption.pdf>.

¹⁷ See <https://www.ladbs.org/docs/default-source/publications/information-bulletins/building-code/ib-p-bc2014-132geosoilscityplanning.pdf?sfvrsn=12>.

provides bicycle parking and does not propose to eliminate any bicycle routes. However, the traffic report does not evaluate the traffic impacts caused by increased pedestrian or bicycle activity; they also do not calculate whether such bicycle riding or pedestrian activity will be feasible in the hillside area the Project is or whether it will be safe next to the US 101 freeway. In sum, the Project's traffic report is flawed and incomplete.

In view of this understated traffic report, there is no substantial reliable evidence that the Project will not have air quality and greenhouse gas (GHG) emission impacts or noise impacts. This is especially true where the Project is proposed within 50 feet of the freeway and on heavy-traffic streets of Hollywood and fails to provide additional buffers, setbacks, trees and landscape, but instead seeks to reduce those.

In view of its mass and scale, as well as requested actions to waive public street improvements and dedications, there is also no adequate showing that the site is adequately served by existing required utilities and public services.

In sum, there is no credible substantial evidence that the Project may not have traffic, air quality/GHG impacts to meet the prerequisites of Guidelines § 15332(d) and (e), to qualify for the Class 32 exemption.

C. The Project Does Not Qualify for Class 32 Exemption Because of Cumulative Impacts, Unusual Circumstances, and Historical Resource Exceptions.

Guidelines § 15300.2(b), (c) and (f), respectively, exclude categorical exemptions if a project may have cumulative impacts, significant impacts due to unusual circumstances, and impacts to historical resources. All the listed exceptions apply to this case.

First, Hollywood Area – where the Project is at – is home to numerous similar high-rise projects either built, in the pipeline, or proposed. These include but are not limited to: MCAP Partners' 86-unit luxury-apartment building Lombardi at 1717 N. Bronson Ave.,¹⁸ Crescent Heights' 731-unit Palladium Residences, Lefrak Organization's 260-unit mixed-use development planned at 6430 Hollywood Boulevard, and the 60-unit co-living community Treehouse Hollywood, which is being

¹⁸ See <https://www.mcapus.com/properties/commercial/lombardi.php>

planned for 5842 Carlton Way.¹⁹ The City’s Categorical Exemption Report (at p. 51) and its included Transportation assessment mention 20 related projects, as well as a proposed park next on the freeway. Thus, the Project may have a cumulative impact (including on traffic, air quality, GHG, historical resources, public services, population and housing, etc.)

Second, because of its distinct features – proximity to a historical resource, 24-story 275-feet high mass and scale, numerous requested waivers of development standards, its location in a hillside BOE special grading and fire district areas, as well as proximity to Hollywood Earthquake Fault (0.8 km), close proximity to the freeway, the number of trees to be removed and failure to replace/plant additional trees – the Project is unusual and may have significant impacts due to those unusual circumstances.

Third, the Project is proposed next to a historical resource: the Lombardi House at 1717 N. Bronson Ave. The Project is proposed *at* the very site of the historic Lombardi House²⁰ at 1717 N Bronson Ave. Based on the CRA-LA historical survey of 2002, Lombardi House qualifies as a historical resource to be protected by CEQA: “Resource was previously evaluated and found to appear eligible for the National Register. No significant alterations that would change this evaluation were noted. See: OHP CHRIS Database: HIST.SURV.;0053-0462-0000;05/22/9 1. See attached form.”²¹ Based on the CRA-LA’s survey, “One of the ‘rare’ pre-1905 houses of Hollywood. this structure has had a Colonial Revival addition as its orientation changed from Hollywood Boulevard to Bronson Avenue. Originally, the home of local citizen, J.C. Newitt, this home has survived the commercial development of the Boulevard. An early Colonial Revival, this structure combines the verticality of the Victorian era with that of the newer more simplified Colonial style.”

The City’s Categorical Exemption Report about historical resources notes the Lombardi House, as well as numerous others in the vicinity of the Project. (See Categorical Exemption, pp. 65-80.) Yet, the City’s analysis finds that the Project will have no direct significant effect on Lombardi House simply because it will not physically alter it; and it finds there will be no indirect impacts only because there were

¹⁹ See <https://theregistrysocal.com/128-unit-residential-tower-planned-for-hollywoods-bronson-avenue/>

²⁰ See <https://www.lombardihouse.com/history/>

²¹ See esp. pp. 50-52 at <http://www.crala.org/internet-site/Projects/Hollywood/upload/HollywoodHistoricalSurveyFormsA-C.pdf>

already other developments, including miles away, that have already made Hollywood dense. (See Categorical Exemption, pp. 73-75.) However, just because there were other dense developments in Hollywood elsewhere does not excuse the Project's impact on the significance of the Lombardi House. Similarly, even though the Project does not propose to physically alter the Lombardi House, there is a fair argument that the pre-1905 constructed Lombardi House, its aesthetics and seismic stability may be directly impacted by the Project's 275-foot construction immediately next to it. Lastly, the City's CEQA exemption analysis is completely silent on the additional historical resource protections imposed by the Hollywood Redevelopment Plan, which apply in this case, including the density limits of 4.5:1 and not to exceed 6:1 FAR.

In view of this ample evidence of the Project's potential individual and cumulative impacts on the adjacent and nearby historical resources, the conclusion in the City's Categorical Exemption Report by ESA, suggesting that the Project also qualifies for the Categorical Exemption under Guidelines § 15331 (pdf p. 389 of the Categorical Exemption Report [p. 27 of 27 of the ESA's January 5, 2022 Report]) is unreasonable. The Project is not about restoration, maintenance or preservation of the Lombardi House – it is about the construction of a 275-foot high 24-story glass and steel construction immediately next to the Lombardi House, upon numerous waivers and reductions of developmental standards and astronomical increases of both the density bonus and FARs. Further, the conclusions in the ESA report about cumulative impacts are unsupported: they dismiss cumulative impacts on historical resources only because the Project will not be concurrent but will follow other constructions. Yet, under CEQA Guidelines, cumulative impacts include past, current, and probable future projects. *See* Guidelines §§ 15300.2(b) [successive projects of the same type]; 15064(h) [effects of past projects, the effects of other current projects, and the effects of probable future projects]; 15065(a)(3) [past, other current, and probable future projects]. ESA's conclusion about the categorical exemption under Guidelines § 15331 is also erroneous as it inherently piecemeals the Project: it separates and ignores the *development* aspect of the Project by focusing solely on the *historical* resource.

CEQA mandates the protection of historical resources – not only included but also qualifying to be included in state or local registers. (Pub. Res. Code § 21084.1. Guidelines § 15064.5(a)(1)-(3) specifically clarify that historical resources for purposes of CEQA protection include those that are listed or determined to be eligible for listing in the California Register of Historical Resources, resources included in a local

register of historical resources, or a resource that qualifies as a historical resource based on associated events, people, or distinctive characteristics or had yielded or may be likely to yield important historic or prehistoric information. Guidelines § 15064.5(a)(4) further specifically provides that the fact a resource is not listed in or is not determined to be eligible does not preclude the agency from finding the resource to be historical.

Pub. Res. Code § 21084.1 mandates: “A project that may cause a substantial **adverse change** in the **significance** of an historical resource **is** a project that may have a significant effect on the environment.” (Emph. added.) CEQA requires an EIR if a Project may have a significant effect on the environment. Guidelines § 15063(b)(1) (*See also*, Pub. Res. Code § 21081.3 [mandating aesthetic impacts analysis for “project with potentially significant aesthetic effects on historical or cultural resources”].)

Thus, even if the historical resource Lombardi House is preserved, building a 24-story 275-foot-high glass/steel high-rise next to it will overshadow the historical resource and will affect its significance as a historical resource; the Project will also have aesthetic impacts on the historical resource. In addition, even if the Project does not directly alter or destroy the Lombardi House, it may have indirect impacts and physically alter or affect the pre-1905 building historical resource due to significant grading required for the Project and its associated vibration and noise.

CEQA and case law is clear: “[A]n activity that may have a significant effect on the environment cannot be categorically exempt.” (*Mountain Lion Foundation v. Fish & Game Com.* (1997) 16 Cal.4th 105, 124 (“*Mountain Lion*”).)

There is substantial evidence that the Project may have significant impacts due to unusual circumstances and its distinct feature, including the presence of a historical resource on the Project site that will be directly or indirectly impacted. There is also fair argument that the Project may have cumulative impacts along with other similar past, present, or reasonably foreseeable future projects, as well as impacts on the generally historical Hollywood area and specific historical resource such as Lombardi House.

The Project is not exempt because the above-noted exceptions apply.

IV. **THE PROJECT IS NOT ELIGIBLE FOR A CEQA EXEMPTION AND VIOLATES CEQA BECAUSE OF PIECEMEALING OF THE REDEVELOPMENT PLAN COMPLIANCE REVIEW FROM OTHER ENTITLEMENTS.**

CEQA forbids piecemealing. *Lighthouse Field Beach Rescue v. City of Santa Cruz* (2005) 131 Cal.App.4th 1170, 1208–1209 [“The requirements of CEQA cannot be avoided by piecemeal review which results from ‘chopping a large project into many little ones—each with a minimal potential impact on the environment—which cumulatively may have disastrous consequences.’ (*Bozung v. Local Agency Formation Com.* (1975) 13 Cal.3d 263, 283–284.”)]. Because of its location in the Hollywood Redevelopment Plan area, the Project needs Redevelopment Plan Area compliance review. Yet, none of the case numbers includes “RDA” to reflect that. The Project’s entitlement approvals are being piecemealed from the redevelopment plan compliance.

City’s planning website shows *only* three related cases – Case #s: VTT-83510-CN-HCA; CPC-2021-6886-DB-SPR-WDI-HCA; ENV-2021-6887-CE. (See, **Exhibit F**.)

Yet, the City’s categorical exemption report (p. 7) inconspicuously notes:

“**Additionally**, Pursuant to various sections of the City’s Code, the Applicant will request approvals and permits from various City Department **(and other municipal agencies)** for Project construction actions including, but not limited to: demolition, excavation, shoring, grading, foundation, and building and tenant improvements.” (Emph. added.)

Indeed, redevelopment plan review, including by the other municipal agency CRA-LA, remains a requirement that the Applicant plans to meet *in piecemeal* fashion.

This kind of piecemealing of the Project and its CEQA review appears to be the City’s deliberate pattern and practice.²² For example, a similar project at 2813-2819 S. Flower Street proceeded with piecemealed review by assigning different various planners and not relating the cases. Thus, the project’s 2020 applications for DIR-2020-7585-RDP and related environmental ENV-2020-7592-EAF cases were assigned to Rafael Fontes and Sergio Ibarra, respectively, and as of March 18, 2022 still show as being “on hold.” In the meantime, the project’s later 2021 submitted conditional use permit applications ZA-2021-5221-CUB and the related Categorical Exemption case

²² Compare, RDP: <https://planning.lacity.org/pdiscaseinfo/search/encoded/MjQyNzg30>; and related EAF: <https://planning.lacity.org/pdiscaseinfo/search/encoded/MjQyNzk10> with CUB: <https://planning.lacity.org/pdiscaseinfo/search/encoded/MjQ4NDIw0>; and CE: <https://planning.lacity.org/pdiscaseinfo/search/encoded/MjQ4NDIx0>

ENV-2021-5222-CE proceeded separately and were approved, allowing the project to move forward with building permit applications without the required RDP review.

To the extent the Project needs redevelopment plan compliance review, such review must occur before the Project approval – not prior to issuance of development permits, outside of the public scrutiny. Otherwise, the Project is in violation of CEQA by piecemealing its aspects or phases and evading public scrutiny.

V. IN VIEW OF ITS PROXIMITY TO THE FREEWAY AND AIR POLLUTION RISKS ON DISADVANTAGED COMMUNITY, THE PROJECT'S CEQA EXEMPTION VIOLATES CEQA AND ITS REQUIREMENTS FOR MANDATORY FINDINGS OF SIGNIFICANCE AND EIR; THE PROJECT ALSO VIOLATES PLANNING AND ZONING LAWS AND THE LOS ANGELES GENERAL PLAN'S HEALTH AND WELLNESS ELEMENT.

CEQA requires mandatory findings of significant impacts where, among other things, the project's cumulative impacts with other similar projects may have a significant impact and also where the environmental effects of a project will cause substantial adverse effects on human beings, either directly or indirectly. Guidelines § 15065(3)-(4).

As described above, the Project is one of many projects built, proposed or being built in the Hollywood Redevelopment Plan area. This alone requires a mandatory finding of significance and an EIR due to cumulative impacts.

In addition, the Project is being proposed within as close as 50 feet of a busy 101 Hollywood freeway.



Figure 1: [red bubble indicates the Project’s location at 1715 N. Bronson Ave.]

Because of its proximity to the freeway, the Project requires *additional* freeway safety analysis, per the LA Department of Transportation’s advisory.²³ There is no evidence that the design of a 24-story building within 50 feet of freeway and requesting numerous waivers and reductions of setbacks, incorporates any design, landscape, or buffers to reduce air pollution risks for its own occupants or others.

Further, the Project proposes sensitive residential uses and is at least within 1000 feet of freeway; hence, it is subject to Freeway Advisory Notice and additional requirements to ensure the sensitive uses do not get affected by medical conditions caused by air pollution, including but not limited to asthma, heart attack, lung and breathing conditions, and cancer.²⁴ Particularly, the California Environmental Protection Agency Air Resources Board recommendations include “residences” among sensitive uses and caution: “Avoid siting new sensitive land uses within 500 feet

²³ See, [Microsoft Word - LADOT TAG - Interim Freeway Safety Analysis Guidance \(May 2020\) \(lacity.org\)](#)

²⁴ See, <http://zimas.lacity.org/documents/zoneinfo/zi2427.pdf>;
https://www.epa.gov/sites/default/files/2015-11/documents/420f14044_0.pdf;

of a freeway, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day.”²⁵

In addition, the Project’s proximity to the freeway and the potential to further affect the disadvantaged low-income community of Los Angeles and especially Hollywood runs against the Environmental Justice requirements of Planning and Zoning Law (Govt. Code § 65302(h)(1)(A)). It is also inconsistent with the objectives and policies of the “Plan for a Healthy Los Angeles” Health and Wellness Element of the Los Angeles General Plan, which requires to reduce air pollution, related morbidity and mortality, including by incorporating special project designs and measures to reduce pollution.²⁶

Separately, the Project’s fast-tracking and piecemealing – while at the same time showing that it is still “on hold” in all planning documents, expediting approval, and preparing a 389-page categorical exemption reports (**Exhibit F**) – shows that the Project and its administrative processes seek to evade meaningful public involvement and thereby violate the public participation requirements of both the Los Angeles City’s Health and Wellness Element, as well as the Planning and Zoning Laws. (Govt. Code § 65302(h)(1)(B)).

In sum, the Project’s proximity to the freeway, in addition to other cumulative traffic from adjacent heavy-volume traffic and similar high-density projects, requires mandatory findings of significance for cumulative impacts and impacts on human beings and an EIR, and precludes any categorical exemption in this case. The Project’s design and its administrative process also violate Planning and Zoning Laws and LA’s General Plan Elements for principles of environmental justice and public participation.

VI. CONCLUSION.

In view of the above-noted concerns, we respectfully request that the Project and its CEQA exemption(s) be denied and the Project properly undergo full CEQA review to afford the fullest protection to the environment as CEQA requires and to ensure orderly and environmentally equitable development as required by Planning and

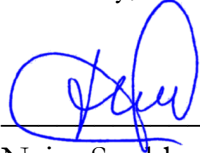
²⁵ See, <http://www.aqmd.gov/docs/default-source/ceqa/handbook/california-air-resources-board-air-quality-and-land-use-handbook-a-community-health-perspective.pdf> (esp. pdf pp. 12-15)

²⁶ See, https://planning.lacity.org/odocument/7f065983-ff10-4e76-81e5-e166c9b78a9e/Plan_for_a_Healthy_Los_Angeles.pdf (esp. pp. 83-91)

Zoning Law, the General Plan of Los Angeles, Hollywood Redevelopment Plan, and other zoning regulations.

If the City has any questions or concerns, please feel free to contact my Office.

Sincerely,



Naira Soghatyan
Attorneys for Southwest Regional
Council of Carpenters

Attached:

March 8, 2021 SWAPE Letter to Mitchell M. Tsai re Local Hire Requirements and Considerations for Greenhouse Gas Modeling (**Exhibit A**);

Air Quality and GHG Expert Paul Rosenfeld CV (**Exhibit B**);

Air Quality and GHG Expert Matt Hagemann CV (**Exhibit C**);

February 2022 Staff Email Communications Re Project (**Exhibit D**);

January 2022 Urban Forestry Division Communication (**Exhibit E**);

Case Information Reports Obtained from Planning Website (**Exhibit F**); and

Los Angeles City Planning (March 21, 2022 at 2:27 pm) Commissions, Boards, and Hearings (**Exhibit G**).

EXHIBIT A



Technical Consultation, Data Analysis and
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March 8, 2021

Mitchell M. Tsai
155 South El Molino, Suite 104
Pasadena, CA 91101

Subject: Local Hire Requirements and Considerations for Greenhouse Gas Modeling

Dear Mr. Tsai,

Soil Water Air Protection Enterprise ("SWAPE") is pleased to provide the following draft technical report explaining the significance of worker trips required for construction of land use development projects with respect to the estimation of greenhouse gas ("GHG") emissions. The report will also discuss the potential for local hire requirements to reduce the length of worker trips, and consequently, reduced or mitigate the potential GHG impacts.

Worker Trips and Greenhouse Gas Calculations

The California Emissions Estimator Model ("CalEEMod") is a "statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and greenhouse gas (GHG) emissions associated with both construction and operations from a variety of land use projects."¹ CalEEMod quantifies construction-related emissions associated with land use projects resulting from off-road construction equipment; on-road mobile equipment associated with workers, vendors, and hauling; fugitive dust associated with grading, demolition, truck loading, and on-road vehicles traveling along paved and unpaved roads; and architectural coating activities; and paving.²

The number, length, and vehicle class of worker trips are utilized by CalEEMod to calculate emissions associated with the on-road vehicle trips required to transport workers to and from the Project site during construction.³

¹ "California Emissions Estimator Model." CAPCOA, 2017, available at: <http://www.aqmd.gov/caleemod/home>.

² "California Emissions Estimator Model." CAPCOA, 2017, available at: <http://www.aqmd.gov/caleemod/home>.

³ "CalEEMod User's Guide." CAPCOA, November 2017, available at: http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4, p. 34.

Specifically, the number and length of vehicle trips is utilized to estimate the vehicle miles travelled (“VMT”) associated with construction. Then, utilizing vehicle-class specific EMFAC 2014 emission factors, CalEEMod calculates the vehicle exhaust, evaporative, and dust emissions resulting from construction-related VMT, including personal vehicles for worker commuting.⁴

Specifically, in order to calculate VMT, CalEEMod multiplies the average daily trip rate by the average overall trip length (see excerpt below):

$$\text{“VMT}_d = \Sigma(\text{Average Daily Trip Rate}_i * \text{Average Overall Trip Length}_i) _n$$

Where:

n = Number of land uses being modeled.”⁵

Furthermore, to calculate the on-road emissions associated with worker trips, CalEEMod utilizes the following equation (see excerpt below):

$$\text{“Emissions}_{\text{pollutant}} = \text{VMT} * \text{EF}_{\text{running,pollutant}}$$

Where:

$\text{Emissions}_{\text{pollutant}}$ = emissions from vehicle running for each pollutant

VMT = vehicle miles traveled

$\text{EF}_{\text{running,pollutant}}$ = emission factor for running emissions.”⁶

Thus, there is a direct relationship between trip length and VMT, as well as a direct relationship between VMT and vehicle running emissions. In other words, when the trip length is increased, the VMT and vehicle running emissions increase as a result. Thus, vehicle running emissions can be reduced by decreasing the average overall trip length, by way of a local hire requirement or otherwise.

Default Worker Trip Parameters and Potential Local Hire Requirements

As previously discussed, the number, length, and vehicle class of worker trips are utilized by CalEEMod to calculate emissions associated with the on-road vehicle trips required to transport workers to and from the Project site during construction.⁷ In order to understand how local hire requirements and associated worker trip length reductions impact GHG emissions calculations, it is important to consider the CalEEMod default worker trip parameters. CalEEMod provides recommended default values based on site-specific information, such as land use type, meteorological data, total lot acreage, project type and typical equipment associated with project type. If more specific project information is known, the user can change the default values and input project-specific values, but the California Environmental Quality Act (“CEQA”) requires that such changes be justified by substantial evidence.⁸ The default number of construction-related worker trips is calculated by multiplying the

⁴ “Appendix A Calculation Details for CalEEMod.” CAPCOA, October 2017, available at: http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 14-15.

⁵ “Appendix A Calculation Details for CalEEMod.” CAPCOA, October 2017, available at: http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 23.

⁶ “Appendix A Calculation Details for CalEEMod.” CAPCOA, October 2017, available at: http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 15.

⁷ “CalEEMod User’s Guide.” CAPCOA, November 2017, available at: http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4, p. 34.

⁸ CalEEMod User Guide, available at: <http://www.caleemod.com/>, p. 1, 9.

number of pieces of equipment for all phases by 1.25, with the exception of worker trips required for the building construction and architectural coating phases.⁹ Furthermore, the worker trip vehicle class is a 50/25/25 percent mix of light duty autos, light duty truck class 1 and light duty truck class 2, respectively.”¹⁰ Finally, the default worker trip length is consistent with the length of the operational home-to-work vehicle trips.¹¹ The operational home-to-work vehicle trip lengths are:

“[B]ased on the location and urbanization selected on the project characteristic screen. These values were supplied by the air districts or use a default average for the state. Each district (or county) also assigns trip lengths for urban and rural settings” (emphasis added).¹²

Thus, the default worker trip length is based on the location and urbanization level selected by the User when modeling emissions. The below table shows the CalEEMod default rural and urban worker trip lengths by air basin (see excerpt below and Attachment A).¹³

Worker Trip Length by Air Basin		
Air Basin	Rural (miles)	Urban (miles)
Great Basin Valleys	16.8	10.8
Lake County	16.8	10.8
Lake Tahoe	16.8	10.8
Mojave Desert	16.8	10.8
Mountain Counties	16.8	10.8
North Central Coast	17.1	12.3
North Coast	16.8	10.8
Northeast Plateau	16.8	10.8
Sacramento Valley	16.8	10.8
Salton Sea	14.6	11
San Diego	16.8	10.8
San Francisco Bay Area	10.8	10.8
San Joaquin Valley	16.8	10.8
South Central Coast	16.8	10.8
South Coast	19.8	14.7
Average	16.47	11.17
Minimum	10.80	10.80
Maximum	19.80	14.70
Range	9.00	3.90

⁹ “CalEEMod User’s Guide.” CAPCOA, November 2017, available at: http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4, p. 34.

¹⁰ “Appendix A Calculation Details for CalEEMod.” CAPCOA, October 2017, available at: http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 15.

¹¹ “Appendix A Calculation Details for CalEEMod.” CAPCOA, October 2017, available at: http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 14.

¹² “Appendix A Calculation Details for CalEEMod.” CAPCOA, October 2017, available at: http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 21.

¹³ “Appendix D Default Data Tables.” CAPCOA, October 2017, available at: http://www.aqmd.gov/docs/default-source/caleemod/05_appendix-d2016-3-2.pdf?sfvrsn=4, p. D-84 – D-86.

As demonstrated above, default rural worker trip lengths for air basins in California vary from 10.8- to 19.8- miles, with an average of 16.47 miles. Furthermore, default urban worker trip lengths vary from 10.8- to 14.7- miles, with an average of 11.17 miles. Thus, while default worker trip lengths vary by location, default urban worker trip lengths tend to be shorter in length. Based on these trends evident in the CalEEMod default worker trip lengths, we can reasonably assume that the efficacy of a local hire requirement is especially dependent upon the urbanization of the project site, as well as the project location.

Practical Application of a Local Hire Requirement and Associated Impact

To provide an example of the potential impact of a local hire provision on construction-related GHG emissions, we estimated the significance of a local hire provision for the Village South Specific Plan (“Project”) located in the City of Claremont (“City”). The Project proposed to construct 1,000 residential units, 100,000-SF of retail space, 45,000-SF of office space, as well as a 50-room hotel, on the 24-acre site. The Project location is classified as Urban and lies within the Los Angeles-South Coast County. As a result, the Project has a default worker trip length of 14.7 miles.¹⁴ In an effort to evaluate the potential for a local hire provision to reduce the Project’s construction-related GHG emissions, we prepared an updated model, reducing all worker trip lengths to 10 miles (see Attachment B). Our analysis estimates that if a local hire provision with a 10-mile radius were to be implemented, the GHG emissions associated with Project construction would decrease by approximately 17% (see table below and Attachment C).

Local Hire Provision Net Change	
Without Local Hire Provision	
Total Construction GHG Emissions (MT CO ₂ e)	3,623
Amortized Construction GHG Emissions (MT CO ₂ e/year)	120.77
With Local Hire Provision	
Total Construction GHG Emissions (MT CO ₂ e)	3,024
Amortized Construction GHG Emissions (MT CO ₂ e/year)	100.80
% Decrease in Construction-related GHG Emissions	17%

As demonstrated above, by implementing a local hire provision requiring 10 mile worker trip lengths, the Project could reduce potential GHG emissions associated with construction worker trips. More broadly, any local hire requirement that results in a decreased worker trip length from the default value has the potential to result in a reduction of construction-related GHG emissions, though the significance of the reduction would vary based on the location and urbanization level of the project site.

This serves as an example of the potential impacts of local hire requirements on estimated project-level GHG emissions, though it does not indicate that local hire requirements would result in reduced construction-related GHG emission for all projects. As previously described, the significance of a local hire requirement depends on the worker trip length enforced and the default worker trip length for the project’s urbanization level and location.

¹⁴ “Appendix D Default Data Tables.” CAPCOA, October 2017, available at: http://www.aqmd.gov/docs/default-source/caleemod/05_appendix-d2016-3-2.pdf?sfvrsn=4, p. D-85.

Disclaimer

SWAPE has received limited discovery. Additional information may become available in the future; thus, we retain the right to revise or amend this report when additional information becomes available. Our professional services have been performed using that degree of care and skill ordinarily exercised, under similar circumstances, by reputable environmental consultants practicing in this or similar localities at the time of service. No other warranty, expressed or implied, is made as to the scope of work, work methodologies and protocols, site conditions, analytical testing results, and findings presented. This report reflects efforts which were limited to information that was reasonably accessible at the time of the work, and may contain informational gaps, inconsistencies, or otherwise be incomplete due to the unavailability or uncertainty of information obtained or provided by third parties.

Sincerely,

A handwritten signature in blue ink, appearing to read "M Hagemann".

Matt Hagemann, P.G., C.Hg.

A handwritten signature in blue ink, appearing to read "Paul Rosenfeld".

Paul E. Rosenfeld, Ph.D.

Attachment A

Location Type	Location Name	Rural H-W (miles)	Urban H-W (miles)
Air Basin	Great Basin	16.8	10.8
Air Basin	Lake County	16.8	10.8
Air Basin	Lake Tahoe	16.8	10.8
Air Basin	Mojave Desert	16.8	10.8
Air Basin	Mountain	16.8	10.8
Air Basin	North Central	17.1	12.3
Air Basin	North Coast	16.8	10.8
Air Basin	Northeast	16.8	10.8
Air Basin	Sacramento	16.8	10.8
Air Basin	Salton Sea	14.6	11
Air Basin	San Diego	16.8	10.8
Air Basin	San Francisco	10.8	10.8
Air Basin	San Joaquin	16.8	10.8
Air Basin	South Central	16.8	10.8
Air Basin	South Coast	19.8	14.7
Air District	Amador County	16.8	10.8
Air District	Antelope Valley	16.8	10.8
Air District	Bay Area AQMD	10.8	10.8
Air District	Butte County	12.54	12.54
Air District	Calaveras	16.8	10.8
Air District	Colusa County	16.8	10.8
Air District	El Dorado	16.8	10.8
Air District	Feather River	16.8	10.8
Air District	Glenn County	16.8	10.8
Air District	Great Basin	16.8	10.8
Air District	Imperial County	10.2	7.3
Air District	Kern County	16.8	10.8
Air District	Lake County	16.8	10.8
Air District	Lassen County	16.8	10.8
Air District	Mariposa	16.8	10.8
Air District	Mendocino	16.8	10.8
Air District	Modoc County	16.8	10.8
Air District	Mojave Desert	16.8	10.8
Air District	Monterey Bay	16.8	10.8
Air District	North Coast	16.8	10.8
Air District	Northern Sierra	16.8	10.8
Air District	Northern	16.8	10.8
Air District	Placer County	16.8	10.8
Air District	Sacramento	15	10

Air District	San Diego	16.8	10.8
Air District	San Joaquin	16.8	10.8
Air District	San Luis Obispo	13	13
Air District	Santa Barbara	8.3	8.3
Air District	Shasta County	16.8	10.8
Air District	Siskiyou County	16.8	10.8
Air District	South Coast	19.8	14.7
Air District	Tehama County	16.8	10.8
Air District	Tuolumne	16.8	10.8
Air District	Ventura County	16.8	10.8
Air District	Yolo/Solano	15	10
County	Alameda	10.8	10.8
County	Alpine	16.8	10.8
County	Amador	16.8	10.8
County	Butte	12.54	12.54
County	Calaveras	16.8	10.8
County	Colusa	16.8	10.8
County	Contra Costa	10.8	10.8
County	Del Norte	16.8	10.8
County	El Dorado-Lake	16.8	10.8
County	El Dorado-	16.8	10.8
County	Fresno	16.8	10.8
County	Glenn	16.8	10.8
County	Humboldt	16.8	10.8
County	Imperial	10.2	7.3
County	Inyo	16.8	10.8
County	Kern-Mojave	16.8	10.8
County	Kern-San	16.8	10.8
County	Kings	16.8	10.8
County	Lake	16.8	10.8
County	Lassen	16.8	10.8
County	Los Angeles-	16.8	10.8
County	Los Angeles-	19.8	14.7
County	Madera	16.8	10.8
County	Marin	10.8	10.8
County	Mariposa	16.8	10.8
County	Mendocino-	16.8	10.8
County	Mendocino-	16.8	10.8
County	Mendocino-	16.8	10.8
County	Mendocino-	16.8	10.8
County	Merced	16.8	10.8
County	Modoc	16.8	10.8
County	Mono	16.8	10.8
County	Monterey	16.8	10.8
County	Napa	10.8	10.8

County	Nevada	16.8	10.8
County	Orange	19.8	14.7
County	Placer-Lake	16.8	10.8
County	Placer-Mountain	16.8	10.8
County	Placer-	16.8	10.8
County	Plumas	16.8	10.8
County	Riverside-	16.8	10.8
County	Riverside-	19.8	14.7
County	Riverside-Salton	14.6	11
County	Riverside-South	19.8	14.7
County	Sacramento	15	10
County	San Benito	16.8	10.8
County	San Bernardino-	16.8	10.8
County	San Bernardino-	19.8	14.7
County	San Diego	16.8	10.8
County	San Francisco	10.8	10.8
County	San Joaquin	16.8	10.8
County	San Luis Obispo	13	13
County	San Mateo	10.8	10.8
County	Santa Barbara-	8.3	8.3
County	Santa Barbara-	8.3	8.3
County	Santa Clara	10.8	10.8
County	Santa Cruz	16.8	10.8
County	Shasta	16.8	10.8
County	Sierra	16.8	10.8
County	Siskiyou	16.8	10.8
County	Solano-	15	10
County	Solano-San	16.8	10.8
County	Sonoma-North	16.8	10.8
County	Sonoma-San	10.8	10.8
County	Stanislaus	16.8	10.8
County	Sutter	16.8	10.8
County	Tehama	16.8	10.8
County	Trinity	16.8	10.8
County	Tulare	16.8	10.8
County	Tuolumne	16.8	10.8
County	Ventura	16.8	10.8
County	Yolo	15	10
County	Yuba	16.8	10.8
Statewide	Statewide	16.8	10.8

Worker Trip Length by Air Basin		
Air Basin	Rural (miles)	Urban (miles)
Great Basin Valleys	16.8	10.8
Lake County	16.8	10.8
Lake Tahoe	16.8	10.8
Mojave Desert	16.8	10.8
Mountain Counties	16.8	10.8
North Central Coast	17.1	12.3
North Coast	16.8	10.8
Northeast Plateau	16.8	10.8
Sacramento Valley	16.8	10.8
Salton Sea	14.6	11
San Diego	16.8	10.8
San Francisco Bay Area	10.8	10.8
San Joaquin Valley	16.8	10.8
South Central Coast	16.8	10.8
South Coast	19.8	14.7
Average	16.47	11.17
Mininum	10.80	10.80
Maximum	19.80	14.70
Range	9.00	3.90

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1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	45.00	1000sqft	1.03	45,000.00	0
High Turnover (Sit Down Restaurant)	36.00	1000sqft	0.83	36,000.00	0
Hotel	50.00	Room	1.67	72,600.00	0
Quality Restaurant	8.00	1000sqft	0.18	8,000.00	0
Apartments Low Rise	25.00	Dwelling Unit	1.56	25,000.00	72
Apartments Mid Rise	975.00	Dwelling Unit	25.66	975,000.00	2789
Regional Shopping Center	56.00	1000sqft	1.29	56,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	9			Operational Year	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	702.44	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

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Project Characteristics - Consistent with the DEIR's model.

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition.

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	1.25	0.00
tblFireplaces	NumberWood	48.75	0.00
tblVehicleTrips	ST_TR	7.16	6.17
tblVehicleTrips	ST_TR	6.39	3.87
tblVehicleTrips	ST_TR	2.46	1.39
tblVehicleTrips	ST_TR	158.37	79.82
tblVehicleTrips	ST_TR	8.19	3.75
tblVehicleTrips	ST_TR	94.36	63.99
tblVehicleTrips	ST_TR	49.97	10.74
tblVehicleTrips	SU_TR	6.07	6.16
tblVehicleTrips	SU_TR	5.86	4.18
tblVehicleTrips	SU_TR	1.05	0.69
tblVehicleTrips	SU_TR	131.84	78.27

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tblVehicleTrips	SU_TR	5.95	3.20
tblVehicleTrips	SU_TR	72.16	57.65
tblVehicleTrips	SU_TR	25.24	6.39
tblVehicleTrips	WD_TR	6.59	5.83
tblVehicleTrips	WD_TR	6.65	4.13
tblVehicleTrips	WD_TR	11.03	6.41
tblVehicleTrips	WD_TR	127.15	65.80
tblVehicleTrips	WD_TR	8.17	3.84
tblVehicleTrips	WD_TR	89.95	62.64
tblVehicleTrips	WD_TR	42.70	9.43
tblWoodstoves	NumberCatalytic	1.25	0.00
tblWoodstoves	NumberCatalytic	48.75	0.00
tblWoodstoves	NumberNoncatalytic	1.25	0.00
tblWoodstoves	NumberNoncatalytic	48.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

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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					
2021	0.1713	1.8242	1.1662	2.4000e-003	0.4169	0.0817	0.4986	0.1795	0.0754	0.2549	0.0000	213.1969	213.1969	0.0601	0.0000	214.6993
2022	0.6904	4.1142	6.1625	0.0189	1.3058	0.1201	1.4259	0.3460	0.1128	0.4588	0.0000	1,721.6826	1,721.6826	0.1294	0.0000	1,724.9187
2023	0.6148	3.3649	5.6747	0.0178	1.1963	0.0996	1.2959	0.3203	0.0935	0.4138	0.0000	1,627.5295	1,627.5295	0.1185	0.0000	1,630.4925
2024	4.1619	0.1335	0.2810	5.9000e-004	0.0325	6.4700e-003	0.0390	8.6300e-003	6.0400e-003	0.0147	0.0000	52.9078	52.9078	8.0200e-003	0.0000	53.1082
Maximum	4.1619	4.1142	6.1625	0.0189	1.3058	0.1201	1.4259	0.3460	0.1128	0.4588	0.0000	1,721.6826	1,721.6826	0.1294	0.0000	1,724.9187

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2.1 Overall Construction**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					
2021	0.1713	1.8242	1.1662	2.4000e-003	0.4169	0.0817	0.4986	0.1795	0.0754	0.2549	0.0000	213.1967	213.1967	0.0601	0.0000	214.6991
2022	0.6904	4.1142	6.1625	0.0189	1.3058	0.1201	1.4259	0.3460	0.1128	0.4588	0.0000	1,721.6823	1,721.6823	0.1294	0.0000	1,724.9183
2023	0.6148	3.3648	5.6747	0.0178	1.1963	0.0996	1.2959	0.3203	0.0935	0.4138	0.0000	1,627.5291	1,627.5291	0.1185	0.0000	1,630.4921
2024	4.1619	0.1335	0.2810	5.9000e-004	0.0325	6.4700e-003	0.0390	8.6300e-003	6.0400e-003	0.0147	0.0000	52.9077	52.9077	8.0200e-003	0.0000	53.1082
Maximum	4.1619	4.1142	6.1625	0.0189	1.3058	0.1201	1.4259	0.3460	0.1128	0.4588	0.0000	1,721.6823	1,721.6823	0.1294	0.0000	1,724.9183

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	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	9-1-2021	11-30-2021	1.4103	1.4103
2	12-1-2021	2-28-2022	1.3613	1.3613
3	3-1-2022	5-31-2022	1.1985	1.1985
4	6-1-2022	8-31-2022	1.1921	1.1921
5	9-1-2022	11-30-2022	1.1918	1.1918
6	12-1-2022	2-28-2023	1.0774	1.0774
7	3-1-2023	5-31-2023	1.0320	1.0320
8	6-1-2023	8-31-2023	1.0260	1.0260

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9	9-1-2023	11-30-2023	1.0265	1.0265
10	12-1-2023	2-29-2024	2.8857	2.8857
11	3-1-2024	5-31-2024	1.6207	1.6207
		Highest	2.8857	2.8857

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	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835
Energy	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	3,896.0732	3,896.0732	0.1303	0.0468	3,913.2833
Mobile	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162
Waste						0.0000	0.0000		0.0000	0.0000	207.8079	0.0000	207.8079	12.2811	0.0000	514.8354
Water						0.0000	0.0000		0.0000	0.0000	29.1632	556.6420	585.8052	3.0183	0.0755	683.7567
Total	6.8692	9.5223	30.3407	0.0914	7.7979	0.2260	8.0240	2.0895	0.2219	2.3114	236.9712	12,294.1807	12,531.1519	15.7904	0.1260	12,963.4751

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2.2 Overall Operational**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835
Energy	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	3,896.0732	3,896.0732	0.1303	0.0468	3,913.2833
Mobile	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162
Waste						0.0000	0.0000		0.0000	0.0000	207.8079	0.0000	207.8079	12.2811	0.0000	514.8354
Water						0.0000	0.0000		0.0000	0.0000	29.1632	556.6420	585.8052	3.0183	0.0755	683.7567
Total	6.8692	9.5223	30.3407	0.0914	7.7979	0.2260	8.0240	2.0895	0.2219	2.3114	236.9712	12,294.1807	12,531.1519	15.7904	0.1260	12,963.4751

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

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Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/1/2021	10/12/2021	5	30	
2	Site Preparation	Site Preparation	10/13/2021	11/9/2021	5	20	
3	Grading	Grading	11/10/2021	1/11/2022	5	45	
4	Building Construction	Building Construction	1/12/2022	12/12/2023	5	500	
5	Paving	Paving	12/13/2023	1/30/2024	5	35	
6	Architectural Coating	Architectural Coating	1/31/2024	3/19/2024	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

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Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

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Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	458.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	801.00	143.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 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					
Fugitive Dust					0.0496	0.0000	0.0496	7.5100e-003	0.0000	7.5100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0475	0.4716	0.3235	5.8000e-004		0.0233	0.0233		0.0216	0.0216	0.0000	51.0012	51.0012	0.0144	0.0000	51.3601
Total	0.0475	0.4716	0.3235	5.8000e-004	0.0496	0.0233	0.0729	7.5100e-003	0.0216	0.0291	0.0000	51.0012	51.0012	0.0144	0.0000	51.3601

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3.2 Demolition - 2021**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	1.9300e-003	0.0634	0.0148	1.8000e-004	3.9400e-003	1.9000e-004	4.1300e-003	1.0800e-003	1.8000e-004	1.2600e-003	0.0000	17.4566	17.4566	1.2100e-003	0.0000	17.4869
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.7000e-004	7.5000e-004	8.5100e-003	2.0000e-005	2.4700e-003	2.0000e-005	2.4900e-003	6.5000e-004	2.0000e-005	6.7000e-004	0.0000	2.2251	2.2251	7.0000e-005	0.0000	2.2267
Total	2.9000e-003	0.0641	0.0233	2.0000e-004	6.4100e-003	2.1000e-004	6.6200e-003	1.7300e-003	2.0000e-004	1.9300e-003	0.0000	19.6816	19.6816	1.2800e-003	0.0000	19.7136

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0496	0.0000	0.0496	7.5100e-003	0.0000	7.5100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0475	0.4716	0.3235	5.8000e-004		0.0233	0.0233		0.0216	0.0216	0.0000	51.0011	51.0011	0.0144	0.0000	51.3600
Total	0.0475	0.4716	0.3235	5.8000e-004	0.0496	0.0233	0.0729	7.5100e-003	0.0216	0.0291	0.0000	51.0011	51.0011	0.0144	0.0000	51.3600

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3.2 Demolition - 2021**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	1.9300e-003	0.0634	0.0148	1.8000e-004	3.9400e-003	1.9000e-004	4.1300e-003	1.0800e-003	1.8000e-004	1.2600e-003	0.0000	17.4566	17.4566	1.2100e-003	0.0000	17.4869
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.7000e-004	7.5000e-004	8.5100e-003	2.0000e-005	2.4700e-003	2.0000e-005	2.4900e-003	6.5000e-004	2.0000e-005	6.7000e-004	0.0000	2.2251	2.2251	7.0000e-005	0.0000	2.2267
Total	2.9000e-003	0.0641	0.0233	2.0000e-004	6.4100e-003	2.1000e-004	6.6200e-003	1.7300e-003	2.0000e-004	1.9300e-003	0.0000	19.6816	19.6816	1.2800e-003	0.0000	19.7136

3.3 Site Preparation - 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					
Fugitive Dust					0.1807	0.0000	0.1807	0.0993	0.0000	0.0993	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0389	0.4050	0.2115	3.8000e-004		0.0204	0.0204		0.0188	0.0188	0.0000	33.4357	33.4357	0.0108	0.0000	33.7061
Total	0.0389	0.4050	0.2115	3.8000e-004	0.1807	0.0204	0.2011	0.0993	0.0188	0.1181	0.0000	33.4357	33.4357	0.0108	0.0000	33.7061

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3.3 Site Preparation - 2021**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	7.7000e-004	6.0000e-004	6.8100e-003	2.0000e-005	1.9700e-003	2.0000e-005	1.9900e-003	5.2000e-004	1.0000e-005	5.4000e-004	0.0000	1.7801	1.7801	5.0000e-005	0.0000	1.7814
Total	7.7000e-004	6.0000e-004	6.8100e-003	2.0000e-005	1.9700e-003	2.0000e-005	1.9900e-003	5.2000e-004	1.0000e-005	5.4000e-004	0.0000	1.7801	1.7801	5.0000e-005	0.0000	1.7814

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1807	0.0000	0.1807	0.0993	0.0000	0.0993	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0389	0.4050	0.2115	3.8000e-004		0.0204	0.0204		0.0188	0.0188	0.0000	33.4357	33.4357	0.0108	0.0000	33.7060
Total	0.0389	0.4050	0.2115	3.8000e-004	0.1807	0.0204	0.2011	0.0993	0.0188	0.1181	0.0000	33.4357	33.4357	0.0108	0.0000	33.7060

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3.3 Site Preparation - 2021**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	7.7000e-004	6.0000e-004	6.8100e-003	2.0000e-005	1.9700e-003	2.0000e-005	1.9900e-003	5.2000e-004	1.0000e-005	5.4000e-004	0.0000	1.7801	1.7801	5.0000e-005	0.0000	1.7814
Total	7.7000e-004	6.0000e-004	6.8100e-003	2.0000e-005	1.9700e-003	2.0000e-005	1.9900e-003	5.2000e-004	1.0000e-005	5.4000e-004	0.0000	1.7801	1.7801	5.0000e-005	0.0000	1.7814

3.4 Grading - 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					
Fugitive Dust					0.1741	0.0000	0.1741	0.0693	0.0000	0.0693	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0796	0.8816	0.5867	1.1800e-003		0.0377	0.0377		0.0347	0.0347	0.0000	103.5405	103.5405	0.0335	0.0000	104.3776
Total	0.0796	0.8816	0.5867	1.1800e-003	0.1741	0.0377	0.2118	0.0693	0.0347	0.1040	0.0000	103.5405	103.5405	0.0335	0.0000	104.3776

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3.4 Grading - 2021**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6400e-003	1.2700e-003	0.0144	4.0000e-005	4.1600e-003	3.0000e-005	4.2000e-003	1.1100e-003	3.0000e-005	1.1400e-003	0.0000	3.7579	3.7579	1.1000e-004	0.0000	3.7607
Total	1.6400e-003	1.2700e-003	0.0144	4.0000e-005	4.1600e-003	3.0000e-005	4.2000e-003	1.1100e-003	3.0000e-005	1.1400e-003	0.0000	3.7579	3.7579	1.1000e-004	0.0000	3.7607

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1741	0.0000	0.1741	0.0693	0.0000	0.0693	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0796	0.8816	0.5867	1.1800e-003		0.0377	0.0377		0.0347	0.0347	0.0000	103.5403	103.5403	0.0335	0.0000	104.3775
Total	0.0796	0.8816	0.5867	1.1800e-003	0.1741	0.0377	0.2118	0.0693	0.0347	0.1040	0.0000	103.5403	103.5403	0.0335	0.0000	104.3775

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3.4 Grading - 2021**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6400e-003	1.2700e-003	0.0144	4.0000e-005	4.1600e-003	3.0000e-005	4.2000e-003	1.1100e-003	3.0000e-005	1.1400e-003	0.0000	3.7579	3.7579	1.1000e-004	0.0000	3.7607
Total	1.6400e-003	1.2700e-003	0.0144	4.0000e-005	4.1600e-003	3.0000e-005	4.2000e-003	1.1100e-003	3.0000e-005	1.1400e-003	0.0000	3.7579	3.7579	1.1000e-004	0.0000	3.7607

3.4 Grading - 2022**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0807	0.0000	0.0807	0.0180	0.0000	0.0180	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0127	0.1360	0.1017	2.2000e-004		5.7200e-003	5.7200e-003		5.2600e-003	5.2600e-003	0.0000	19.0871	19.0871	6.1700e-003	0.0000	19.2414
Total	0.0127	0.1360	0.1017	2.2000e-004	0.0807	5.7200e-003	0.0865	0.0180	5.2600e-003	0.0233	0.0000	19.0871	19.0871	6.1700e-003	0.0000	19.2414

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3.4 Grading - 2022**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	2.1000e-004	2.4400e-003	1.0000e-005	7.7000e-004	1.0000e-005	7.7000e-004	2.0000e-004	1.0000e-005	2.1000e-004	0.0000	0.6679	0.6679	2.0000e-005	0.0000	0.6684
Total	2.8000e-004	2.1000e-004	2.4400e-003	1.0000e-005	7.7000e-004	1.0000e-005	7.7000e-004	2.0000e-004	1.0000e-005	2.1000e-004	0.0000	0.6679	0.6679	2.0000e-005	0.0000	0.6684

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0807	0.0000	0.0807	0.0180	0.0000	0.0180	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0127	0.1360	0.1017	2.2000e-004		5.7200e-003	5.7200e-003		5.2600e-003	5.2600e-003	0.0000	19.0871	19.0871	6.1700e-003	0.0000	19.2414
Total	0.0127	0.1360	0.1017	2.2000e-004	0.0807	5.7200e-003	0.0865	0.0180	5.2600e-003	0.0233	0.0000	19.0871	19.0871	6.1700e-003	0.0000	19.2414

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3.4 Grading - 2022**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	2.1000e-004	2.4400e-003	1.0000e-005	7.7000e-004	1.0000e-005	7.7000e-004	2.0000e-004	1.0000e-005	2.1000e-004	0.0000	0.6679	0.6679	2.0000e-005	0.0000	0.6684
Total	2.8000e-004	2.1000e-004	2.4400e-003	1.0000e-005	7.7000e-004	1.0000e-005	7.7000e-004	2.0000e-004	1.0000e-005	2.1000e-004	0.0000	0.6679	0.6679	2.0000e-005	0.0000	0.6684

3.5 Building Construction - 2022**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2158	1.9754	2.0700	3.4100e-003		0.1023	0.1023		0.0963	0.0963	0.0000	293.1324	293.1324	0.0702	0.0000	294.8881
Total	0.2158	1.9754	2.0700	3.4100e-003		0.1023	0.1023		0.0963	0.0963	0.0000	293.1324	293.1324	0.0702	0.0000	294.8881

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3.5 Building Construction - 2022**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	0.0527	1.6961	0.4580	4.5500e-003	0.1140	3.1800e-003	0.1171	0.0329	3.0400e-003	0.0359	0.0000	441.9835	441.9835	0.0264	0.0000	442.6435
Worker	0.4088	0.3066	3.5305	0.0107	1.1103	8.8700e-003	1.1192	0.2949	8.1700e-003	0.3031	0.0000	966.8117	966.8117	0.0266	0.0000	967.4773
Total	0.4616	2.0027	3.9885	0.0152	1.2243	0.0121	1.2363	0.3278	0.0112	0.3390	0.0000	1,408.7952	1,408.7952	0.0530	0.0000	1,410.1208

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	0.2158	1.9754	2.0700	3.4100e-003		0.1023	0.1023		0.0963	0.0963	0.0000	293.1321	293.1321	0.0702	0.0000	294.8877
Total	0.2158	1.9754	2.0700	3.4100e-003		0.1023	0.1023		0.0963	0.0963	0.0000	293.1321	293.1321	0.0702	0.0000	294.8877

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3.5 Building Construction - 2022**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	0.0527	1.6961	0.4580	4.5500e-003	0.1140	3.1800e-003	0.1171	0.0329	3.0400e-003	0.0359	0.0000	441.9835	441.9835	0.0264	0.0000	442.6435
Worker	0.4088	0.3066	3.5305	0.0107	1.1103	8.8700e-003	1.1192	0.2949	8.1700e-003	0.3031	0.0000	966.8117	966.8117	0.0266	0.0000	967.4773
Total	0.4616	2.0027	3.9885	0.0152	1.2243	0.0121	1.2363	0.3278	0.0112	0.3390	0.0000	1,408.7952	1,408.7952	0.0530	0.0000	1,410.1208

3.5 Building Construction - 2023**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	0.1942	1.7765	2.0061	3.3300e-003		0.0864	0.0864		0.0813	0.0813	0.0000	286.2789	286.2789	0.0681	0.0000	287.9814
Total	0.1942	1.7765	2.0061	3.3300e-003		0.0864	0.0864		0.0813	0.0813	0.0000	286.2789	286.2789	0.0681	0.0000	287.9814

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3.5 Building Construction - 2023**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	0.0382	1.2511	0.4011	4.3000e-003	0.1113	1.4600e-003	0.1127	0.0321	1.4000e-003	0.0335	0.0000	417.9930	417.9930	0.0228	0.0000	418.5624
Worker	0.3753	0.2708	3.1696	0.0101	1.0840	8.4100e-003	1.0924	0.2879	7.7400e-003	0.2957	0.0000	909.3439	909.3439	0.0234	0.0000	909.9291
Total	0.4135	1.5218	3.5707	0.0144	1.1953	9.8700e-003	1.2051	0.3200	9.1400e-003	0.3292	0.0000	1,327.3369	1,327.3369	0.0462	0.0000	1,328.4916

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	0.1942	1.7765	2.0061	3.3300e-003		0.0864	0.0864		0.0813	0.0813	0.0000	286.2785	286.2785	0.0681	0.0000	287.9811
Total	0.1942	1.7765	2.0061	3.3300e-003		0.0864	0.0864		0.0813	0.0813	0.0000	286.2785	286.2785	0.0681	0.0000	287.9811

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3.5 Building Construction - 2023**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	0.0382	1.2511	0.4011	4.3000e-003	0.1113	1.4600e-003	0.1127	0.0321	1.4000e-003	0.0335	0.0000	417.9930	417.9930	0.0228	0.0000	418.5624
Worker	0.3753	0.2708	3.1696	0.0101	1.0840	8.4100e-003	1.0924	0.2879	7.7400e-003	0.2957	0.0000	909.3439	909.3439	0.0234	0.0000	909.9291
Total	0.4135	1.5218	3.5707	0.0144	1.1953	9.8700e-003	1.2051	0.3200	9.1400e-003	0.3292	0.0000	1,327.3369	1,327.3369	0.0462	0.0000	1,328.4916

3.6 Paving - 2023**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	6.7100e-003	0.0663	0.0948	1.5000e-004		3.3200e-003	3.3200e-003		3.0500e-003	3.0500e-003	0.0000	13.0175	13.0175	4.2100e-003	0.0000	13.1227
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	6.7100e-003	0.0663	0.0948	1.5000e-004		3.3200e-003	3.3200e-003		3.0500e-003	3.0500e-003	0.0000	13.0175	13.0175	4.2100e-003	0.0000	13.1227

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3.6 Paving - 2023**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	3.7000e-004	2.7000e-004	3.1200e-003	1.0000e-005	1.0700e-003	1.0000e-005	1.0800e-003	2.8000e-004	1.0000e-005	2.9000e-004	0.0000	0.8963	0.8963	2.0000e-005	0.0000	0.8968
Total	3.7000e-004	2.7000e-004	3.1200e-003	1.0000e-005	1.0700e-003	1.0000e-005	1.0800e-003	2.8000e-004	1.0000e-005	2.9000e-004	0.0000	0.8963	0.8963	2.0000e-005	0.0000	0.8968

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	6.7100e-003	0.0663	0.0948	1.5000e-004		3.3200e-003	3.3200e-003		3.0500e-003	3.0500e-003	0.0000	13.0175	13.0175	4.2100e-003	0.0000	13.1227
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	6.7100e-003	0.0663	0.0948	1.5000e-004		3.3200e-003	3.3200e-003		3.0500e-003	3.0500e-003	0.0000	13.0175	13.0175	4.2100e-003	0.0000	13.1227

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3.6 Paving - 2023**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	3.7000e-004	2.7000e-004	3.1200e-003	1.0000e-005	1.0700e-003	1.0000e-005	1.0800e-003	2.8000e-004	1.0000e-005	2.9000e-004	0.0000	0.8963	0.8963	2.0000e-005	0.0000	0.8968
Total	3.7000e-004	2.7000e-004	3.1200e-003	1.0000e-005	1.0700e-003	1.0000e-005	1.0800e-003	2.8000e-004	1.0000e-005	2.9000e-004	0.0000	0.8963	0.8963	2.0000e-005	0.0000	0.8968

3.6 Paving - 2024**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	0.0109	0.1048	0.1609	2.5000e-004		5.1500e-003	5.1500e-003		4.7400e-003	4.7400e-003	0.0000	22.0292	22.0292	7.1200e-003	0.0000	22.2073
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0109	0.1048	0.1609	2.5000e-004		5.1500e-003	5.1500e-003		4.7400e-003	4.7400e-003	0.0000	22.0292	22.0292	7.1200e-003	0.0000	22.2073

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3.6 Paving - 2024**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.9000e-004	4.1000e-004	4.9200e-003	2.0000e-005	1.8100e-003	1.0000e-005	1.8200e-003	4.8000e-004	1.0000e-005	4.9000e-004	0.0000	1.4697	1.4697	4.0000e-005	0.0000	1.4706
Total	5.9000e-004	4.1000e-004	4.9200e-003	2.0000e-005	1.8100e-003	1.0000e-005	1.8200e-003	4.8000e-004	1.0000e-005	4.9000e-004	0.0000	1.4697	1.4697	4.0000e-005	0.0000	1.4706

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	0.0109	0.1048	0.1609	2.5000e-004		5.1500e-003	5.1500e-003		4.7400e-003	4.7400e-003	0.0000	22.0292	22.0292	7.1200e-003	0.0000	22.2073
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0109	0.1048	0.1609	2.5000e-004		5.1500e-003	5.1500e-003		4.7400e-003	4.7400e-003	0.0000	22.0292	22.0292	7.1200e-003	0.0000	22.2073

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3.6 Paving - 2024**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.9000e-004	4.1000e-004	4.9200e-003	2.0000e-005	1.8100e-003	1.0000e-005	1.8200e-003	4.8000e-004	1.0000e-005	4.9000e-004	0.0000	1.4697	1.4697	4.0000e-005	0.0000	1.4706
Total	5.9000e-004	4.1000e-004	4.9200e-003	2.0000e-005	1.8100e-003	1.0000e-005	1.8200e-003	4.8000e-004	1.0000e-005	4.9000e-004	0.0000	1.4697	1.4697	4.0000e-005	0.0000	1.4706

3.7 Architectural Coating - 2024**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	4.1372					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.1600e-003	0.0213	0.0317	5.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003	0.0000	4.4682	4.4682	2.5000e-004	0.0000	4.4745
Total	4.1404	0.0213	0.0317	5.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003	0.0000	4.4682	4.4682	2.5000e-004	0.0000	4.4745

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3.7 Architectural Coating - 2024**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	0.0101	6.9900e-003	0.0835	2.8000e-004	0.0307	2.3000e-004	0.0309	8.1500e-003	2.2000e-004	8.3700e-003	0.0000	24.9407	24.9407	6.1000e-004	0.0000	24.9558
Total	0.0101	6.9900e-003	0.0835	2.8000e-004	0.0307	2.3000e-004	0.0309	8.1500e-003	2.2000e-004	8.3700e-003	0.0000	24.9407	24.9407	6.1000e-004	0.0000	24.9558

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	4.1372					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.1600e-003	0.0213	0.0317	5.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003	0.0000	4.4682	4.4682	2.5000e-004	0.0000	4.4745
Total	4.1404	0.0213	0.0317	5.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003	0.0000	4.4682	4.4682	2.5000e-004	0.0000	4.4745

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3.7 Architectural Coating - 2024**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	0.0101	6.9900e-003	0.0835	2.8000e-004	0.0307	2.3000e-004	0.0309	8.1500e-003	2.2000e-004	8.3700e-003	0.0000	24.9407	24.9407	6.1000e-004	0.0000	24.9558
Total	0.0101	6.9900e-003	0.0835	2.8000e-004	0.0307	2.3000e-004	0.0309	8.1500e-003	2.2000e-004	8.3700e-003	0.0000	24.9407	24.9407	6.1000e-004	0.0000	24.9558

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

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	ROG	NOx	CO	SO2	Fugitive 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	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162
Unmitigated	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4,075.50	13,660,065	13,660,065
General Office Building	288.45	62.55	31.05	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.80	2,873.52	2,817.72	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
Total	8,050.95	8,164.43	8,057.31	20,552,452	20,552,452

4.3 Trip Type Information

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Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Apartments Mid Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
General Office Building	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
High Turnover (Sit Down Restaurant)	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Hotel	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Quality Restaurant	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Regional Shopping Center	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

	ROG	NOx	CO	SO2	Fugitive 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	2,512.6465	2,512.6465	0.1037	0.0215	2,521.6356
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	2,512.6465	2,512.6465	0.1037	0.0215	2,521.6356
NaturalGas Mitigated	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	1,383.4267	1,383.4267	0.0265	0.0254	1,391.6478
NaturalGas Unmitigated	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	1,383.4267	1,383.4267	0.0265	0.0254	1,391.6478

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

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	408494	2.2000e-003	0.0188	8.0100e-003	1.2000e-004		1.5200e-003	1.5200e-003		1.5200e-003	1.5200e-003	0.0000	21.7988	21.7988	4.2000e-004	4.0000e-004	21.9284
Apartments Mid Rise	1.30613e+007	0.0704	0.6018	0.2561	3.8400e-003		0.0487	0.0487		0.0487	0.0487	0.0000	696.9989	696.9989	0.0134	0.0128	701.1408
General Office Building	468450	2.5300e-003	0.0230	0.0193	1.4000e-004		1.7500e-003	1.7500e-003		1.7500e-003	1.7500e-003	0.0000	24.9983	24.9983	4.8000e-004	4.6000e-004	25.1468
High Turnover (Sit Down Restaurant)	8.30736e+006	0.0448	0.4072	0.3421	2.4400e-003		0.0310	0.0310		0.0310	0.0310	0.0000	443.3124	443.3124	8.5000e-003	8.1300e-003	445.9468
Hotel	1.74095e+006	9.3900e-003	0.0853	0.0717	5.1000e-004		6.4900e-003	6.4900e-003		6.4900e-003	6.4900e-003	0.0000	92.9036	92.9036	1.7800e-003	1.7000e-003	93.4557
Quality Restaurant	1.84608e+006	9.9500e-003	0.0905	0.0760	5.4000e-004		6.8800e-003	6.8800e-003		6.8800e-003	6.8800e-003	0.0000	98.5139	98.5139	1.8900e-003	1.8100e-003	99.0993
Regional Shopping Center	91840	5.0000e-004	4.5000e-003	3.7800e-003	3.0000e-005		3.4000e-004	3.4000e-004		3.4000e-004	3.4000e-004	0.0000	4.9009	4.9009	9.0000e-005	9.0000e-005	4.9301
Total		0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	1,383.4268	1,383.4268	0.0265	0.0254	1,391.6478

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

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

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	408494	2.2000e-003	0.0188	8.0100e-003	1.2000e-004		1.5200e-003	1.5200e-003		1.5200e-003	1.5200e-003	0.0000	21.7988	21.7988	4.2000e-004	4.0000e-004	21.9284
Apartments Mid Rise	1.30613e+007	0.0704	0.6018	0.2561	3.8400e-003		0.0487	0.0487		0.0487	0.0487	0.0000	696.9989	696.9989	0.0134	0.0128	701.1408
General Office Building	468450	2.5300e-003	0.0230	0.0193	1.4000e-004		1.7500e-003	1.7500e-003		1.7500e-003	1.7500e-003	0.0000	24.9983	24.9983	4.8000e-004	4.6000e-004	25.1468
High Turnover (Sit Down Restaurant)	8.30736e+006	0.0448	0.4072	0.3421	2.4400e-003		0.0310	0.0310		0.0310	0.0310	0.0000	443.3124	443.3124	8.5000e-003	8.1300e-003	445.9468
Hotel	1.74095e+006	9.3900e-003	0.0853	0.0717	5.1000e-004		6.4900e-003	6.4900e-003		6.4900e-003	6.4900e-003	0.0000	92.9036	92.9036	1.7800e-003	1.7000e-003	93.4557
Quality Restaurant	1.84608e+006	9.9500e-003	0.0905	0.0760	5.4000e-004		6.8800e-003	6.8800e-003		6.8800e-003	6.8800e-003	0.0000	98.5139	98.5139	1.8900e-003	1.8100e-003	99.0993
Regional Shopping Center	91840	5.0000e-004	4.5000e-003	3.7800e-003	3.0000e-005		3.4000e-004	3.4000e-004		3.4000e-004	3.4000e-004	0.0000	4.9009	4.9009	9.0000e-005	9.0000e-005	4.9301
Total		0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	1,383.4268	1,383.4268	0.0265	0.0254	1,391.6478

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

5.3 Energy by Land Use - Electricity**Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	106010	33.7770	1.3900e-003	2.9000e-004	33.8978
Apartments Mid Rise	3.94697e+006	1,257.5879	0.0519	0.0107	1,262.0869
General Office Building	584550	186.2502	7.6900e-003	1.5900e-003	186.9165
High Turnover (Sit Down Restaurant)	1.58904e+006	506.3022	0.0209	4.3200e-003	508.1135
Hotel	550308	175.3399	7.2400e-003	1.5000e-003	175.9672
Quality Restaurant	353120	112.5116	4.6500e-003	9.6000e-004	112.9141
Regional Shopping Center	756000	240.8778	9.9400e-003	2.0600e-003	241.7395
Total		2,512.6465	0.1037	0.0215	2,521.6356

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

5.3 Energy by Land Use - Electricity**Mitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	106010	33.7770	1.3900e-003	2.9000e-004	33.8978
Apartments Mid Rise	3.94697e+006	1,257.5879	0.0519	0.0107	1,262.0869
General Office Building	584550	186.2502	7.6900e-003	1.5900e-003	186.9165
High Turnover (Sit Down Restaurant)	1.58904e+006	506.3022	0.0209	4.3200e-003	508.1135
Hotel	550308	175.3399	7.2400e-003	1.5000e-003	175.9672
Quality Restaurant	353120	112.5116	4.6500e-003	9.6000e-004	112.9141
Regional Shopping Center	756000	240.8778	9.9400e-003	2.0600e-003	241.7395
Total		2,512.6465	0.1037	0.0215	2,521.6356

6.0 Area Detail**6.1 Mitigation Measures Area**

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

	ROG	NOx	CO	SO2	Fugitive 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	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835
Unmitigated	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.4137					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	4.3998					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0206	0.1763	0.0750	1.1200e-003		0.0143	0.0143		0.0143	0.0143	0.0000	204.1166	204.1166	3.9100e-003	3.7400e-003	205.3295
Landscaping	0.3096	0.1187	10.3054	5.4000e-004		0.0572	0.0572		0.0572	0.0572	0.0000	16.8504	16.8504	0.0161	0.0000	17.2540
Total	5.1437	0.2950	10.3804	1.6600e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

6.2 Area by SubCategory**Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.4137					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	4.3998					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0206	0.1763	0.0750	1.1200e-003		0.0143	0.0143		0.0143	0.0143	0.0000	204.1166	204.1166	3.9100e-003	3.7400e-003	205.3295
Landscaping	0.3096	0.1187	10.3054	5.4000e-004		0.0572	0.0572		0.0572	0.0572	0.0000	16.8504	16.8504	0.0161	0.0000	17.2540
Total	5.1437	0.2950	10.3804	1.6600e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835

7.0 Water Detail**7.1 Mitigation Measures Water**

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	585.8052	3.0183	0.0755	683.7567
Unmitigated	585.8052	3.0183	0.0755	683.7567

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

7.2 Water by Land Use**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	1.62885 / 1.02688	10.9095	0.0535	1.3400e-003	12.6471
Apartments Mid Rise	63.5252 / 40.0485	425.4719	2.0867	0.0523	493.2363
General Office Building	7.99802 / 4.90201	53.0719	0.2627	6.5900e-003	61.6019
High Turnover (Sit Down Restaurant)	10.9272 / 0.697482	51.2702	0.3580	8.8200e-003	62.8482
Hotel	1.26834 / 0.140927	6.1633	0.0416	1.0300e-003	7.5079
Quality Restaurant	2.42827 / 0.154996	11.3934	0.0796	1.9600e-003	13.9663
Regional Shopping Center	4.14806 / 2.54236	27.5250	0.1363	3.4200e-003	31.9490
Total		585.8052	3.0183	0.0755	683.7567

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

7.2 Water by Land Use**Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	1.62885 / 1.02688	10.9095	0.0535	1.3400e-003	12.6471
Apartments Mid Rise	63.5252 / 40.0485	425.4719	2.0867	0.0523	493.2363
General Office Building	7.99802 / 4.90201	53.0719	0.2627	6.5900e-003	61.6019
High Turnover (Sit Down Restaurant)	10.9272 / 0.697482	51.2702	0.3580	8.8200e-003	62.8482
Hotel	1.26834 / 0.140927	6.1633	0.0416	1.0300e-003	7.5079
Quality Restaurant	2.42827 / 0.154996	11.3934	0.0796	1.9600e-003	13.9663
Regional Shopping Center	4.14806 / 2.54236	27.5250	0.1363	3.4200e-003	31.9490
Total		585.8052	3.0183	0.0755	683.7567

8.0 Waste Detail**8.1 Mitigation Measures Waste**

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	207.8079	12.2811	0.0000	514.8354
Unmitigated	207.8079	12.2811	0.0000	514.8354

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

8.2 Waste by Land Use**Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	11.5	2.3344	0.1380	0.0000	5.7834
Apartments Mid Rise	448.5	91.0415	5.3804	0.0000	225.5513
General Office Building	41.85	8.4952	0.5021	0.0000	21.0464
High Turnover (Sit Down Restaurant)	428.4	86.9613	5.1393	0.0000	215.4430
Hotel	27.38	5.5579	0.3285	0.0000	13.7694
Quality Restaurant	7.3	1.4818	0.0876	0.0000	3.6712
Regional Shopping Center	58.8	11.9359	0.7054	0.0000	29.5706
Total		207.8079	12.2811	0.0000	514.8354

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

8.2 Waste by Land Use**Mitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	11.5	2.3344	0.1380	0.0000	5.7834
Apartments Mid Rise	448.5	91.0415	5.3804	0.0000	225.5513
General Office Building	41.85	8.4952	0.5021	0.0000	21.0464
High Turnover (Sit Down Restaurant)	428.4	86.9613	5.1393	0.0000	215.4430
Hotel	27.38	5.5579	0.3285	0.0000	13.7694
Quality Restaurant	7.3	1.4818	0.0876	0.0000	3.6712
Regional Shopping Center	58.8	11.9359	0.7054	0.0000	29.5706
Total		207.8079	12.2811	0.0000	514.8354

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment**Fire Pumps and Emergency Generators**

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

Boilers

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

Equipment Type	Number
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11.0 Vegetation

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

Village South Specific Plan (Proposed)

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	45.00	1000sqft	1.03	45,000.00	0
High Turnover (Sit Down Restaurant)	36.00	1000sqft	0.83	36,000.00	0
Hotel	50.00	Room	1.67	72,600.00	0
Quality Restaurant	8.00	1000sqft	0.18	8,000.00	0
Apartments Low Rise	25.00	Dwelling Unit	1.56	25,000.00	72
Apartments Mid Rise	975.00	Dwelling Unit	25.66	975,000.00	2789
Regional Shopping Center	56.00	1000sqft	1.29	56,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	9			Operational Year	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	702.44	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

Project Characteristics - Consistent with the DEIR's model.

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition.

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	1.25	0.00
tblFireplaces	NumberWood	48.75	0.00
tblVehicleTrips	ST_TR	7.16	6.17
tblVehicleTrips	ST_TR	6.39	3.87
tblVehicleTrips	ST_TR	2.46	1.39
tblVehicleTrips	ST_TR	158.37	79.82
tblVehicleTrips	ST_TR	8.19	3.75
tblVehicleTrips	ST_TR	94.36	63.99
tblVehicleTrips	ST_TR	49.97	10.74
tblVehicleTrips	SU_TR	6.07	6.16
tblVehicleTrips	SU_TR	5.86	4.18
tblVehicleTrips	SU_TR	1.05	0.69
tblVehicleTrips	SU_TR	131.84	78.27

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

tblVehicleTrips	SU_TR	5.95	3.20
tblVehicleTrips	SU_TR	72.16	57.65
tblVehicleTrips	SU_TR	25.24	6.39
tblVehicleTrips	WD_TR	6.59	5.83
tblVehicleTrips	WD_TR	6.65	4.13
tblVehicleTrips	WD_TR	11.03	6.41
tblVehicleTrips	WD_TR	127.15	65.80
tblVehicleTrips	WD_TR	8.17	3.84
tblVehicleTrips	WD_TR	89.95	62.64
tblVehicleTrips	WD_TR	42.70	9.43
tblWoodstoves	NumberCatalytic	1.25	0.00
tblWoodstoves	NumberCatalytic	48.75	0.00
tblWoodstoves	NumberNoncatalytic	1.25	0.00
tblWoodstoves	NumberNoncatalytic	48.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2769	46.4588	31.6840	0.0643	18.2675	2.0461	20.3135	9.9840	1.8824	11.8664	0.0000	6,234.7974	6,234.7974	1.9495	0.0000	6,283.5352
2022	5.3304	38.8967	49.5629	0.1517	9.8688	1.6366	10.7727	3.6558	1.5057	5.1615	0.0000	15,251.5674	15,251.5674	1.9503	0.0000	15,278.5288
2023	4.8957	26.3317	46.7567	0.1472	9.8688	0.7794	10.6482	2.6381	0.7322	3.3702	0.0000	14,807.5269	14,807.5269	1.0250	0.0000	14,833.1521
2024	237.1630	9.5575	15.1043	0.0244	1.7884	0.4698	1.8628	0.4743	0.4322	0.5476	0.0000	2,361.3989	2,361.3989	0.7177	0.0000	2,379.3421
Maximum	237.1630	46.4588	49.5629	0.1517	18.2675	2.0461	20.3135	9.9840	1.8824	11.8664	0.0000	15,251.5674	15,251.5674	1.9503	0.0000	15,278.5288

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

2.1 Overall Construction (Maximum Daily Emission)

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					
2021	4.2769	46.4588	31.6840	0.0643	18.2675	2.0461	20.3135	9.9840	1.8824	11.8664	0.0000	6,234.7974	6,234.7974	1.9495	0.0000	6,283.5352
2022	5.3304	38.8967	49.5629	0.1517	9.8688	1.6366	10.7727	3.6558	1.5057	5.1615	0.0000	15,251.5674	15,251.5674	1.9503	0.0000	15,278.5288
2023	4.8957	26.3317	46.7567	0.1472	9.8688	0.7794	10.6482	2.6381	0.7322	3.3702	0.0000	14,807.5269	14,807.5269	1.0250	0.0000	14,833.1520
2024	237.1630	9.5575	15.1043	0.0244	1.7884	0.4698	1.8628	0.4743	0.4322	0.5476	0.0000	2,361.3989	2,361.3989	0.7177	0.0000	2,379.3421
Maximum	237.1630	46.4588	49.5629	0.1517	18.2675	2.0461	20.3135	9.9840	1.8824	11.8664	0.0000	15,251.5674	15,251.5674	1.9503	0.0000	15,278.5288

[illegible]

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

2.2 Overall Operational**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.59 50	18,148.59 50	0.4874	0.3300	18,259.11 92
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.983 2	8,355.983 2	0.1602	0.1532	8,405.638 7
Mobile	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.60 34	50,306.60 34	2.1807		50,361.12 08
Total	41.1168	67.2262	207.5497	0.6278	45.9592	2.4626	48.4217	12.2950	2.4385	14.7336	0.0000	76,811.18 16	76,811.18 16	2.8282	0.4832	77,025.87 86

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	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.59 50	18,148.59 50	0.4874	0.3300	18,259.11 92
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.983 2	8,355.983 2	0.1602	0.1532	8,405.638 7
Mobile	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.60 34	50,306.60 34	2.1807		50,361.12 08
Total	41.1168	67.2262	207.5497	0.6278	45.9592	2.4626	48.4217	12.2950	2.4385	14.7336	0.0000	76,811.18 16	76,811.18 16	2.8282	0.4832	77,025.87 86

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	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	9/1/2021	10/12/2021	5	30	
2	Site Preparation	Site Preparation	10/13/2021	11/9/2021	5	20	
3	Grading	Grading	11/10/2021	1/11/2022	5	45	
4	Building Construction	Building Construction	1/12/2022	12/12/2023	5	500	
5	Paving	Paving	12/13/2023	1/30/2024	5	35	
6	Architectural Coating	Architectural Coating	1/31/2024	3/19/2024	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	458.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	801.00	143.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 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					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411		3,747.9449	3,747.9449	1.0549		3,774.3174
Total	3.1651	31.4407	21.5650	0.0388	3.3074	1.5513	4.8588	0.5008	1.4411	1.9419		3,747.9449	3,747.9449	1.0549		3,774.3174

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.2 Demolition - 2021**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	0.1273	4.0952	0.9602	0.0119	0.2669	0.0126	0.2795	0.0732	0.0120	0.0852		1,292.2413	1,292.2413	0.0877		1,294.4337
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	0.0643	0.0442	0.6042	1.7100e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2500e-003	0.0457		170.8155	170.8155	5.0300e-003		170.9413
Total	0.1916	4.1394	1.5644	0.0136	0.4346	0.0139	0.4485	0.1176	0.0133	0.1309		1,463.0568	1,463.0568	0.0927		1,465.3750

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					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174
Total	3.1651	31.4407	21.5650	0.0388	3.3074	1.5513	4.8588	0.5008	1.4411	1.9419	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.2 Demolition - 2021**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	0.1273	4.0952	0.9602	0.0119	0.2669	0.0126	0.2795	0.0732	0.0120	0.0852		1,292.241 3	1,292.241 3	0.0877		1,294.433 7
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	0.0643	0.0442	0.6042	1.7100e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2500e-003	0.0457		170.8155	170.8155	5.0300e-003		170.9413
Total	0.1916	4.1394	1.5644	0.0136	0.4346	0.0139	0.4485	0.1176	0.0133	0.1309		1,463.056 8	1,463.056 8	0.0927		1,465.375 0

3.3 Site Preparation - 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					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.656 9	3,685.656 9	1.1920		3,715.457 3
Total	3.8882	40.4971	21.1543	0.0380	18.0663	2.0445	20.1107	9.9307	1.8809	11.8116		3,685.656 9	3,685.656 9	1.1920		3,715.457 3

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.3 Site Preparation - 2021**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	0.0772	0.0530	0.7250	2.0600e-003	0.2012	1.6300e-003	0.2028	0.0534	1.5000e-003	0.0549		204.9786	204.9786	6.0400e-003		205.1296
Total	0.0772	0.0530	0.7250	2.0600e-003	0.2012	1.6300e-003	0.2028	0.0534	1.5000e-003	0.0549		204.9786	204.9786	6.0400e-003		205.1296

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					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573
Total	3.8882	40.4971	21.1543	0.0380	18.0663	2.0445	20.1107	9.9307	1.8809	11.8116	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.3 Site Preparation - 2021**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	0.0772	0.0530	0.7250	2.0600e-003	0.2012	1.6300e-003	0.2028	0.0534	1.5000e-003	0.0549		204.9786	204.9786	6.0400e-003		205.1296
Total	0.0772	0.0530	0.7250	2.0600e-003	0.2012	1.6300e-003	0.2028	0.0534	1.5000e-003	0.0549		204.9786	204.9786	6.0400e-003		205.1296

3.4 Grading - 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					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265		6,007.0434	6,007.0434	1.9428		6,055,6134
Total	4.1912	46.3998	30.8785	0.0620	8.6733	1.9853	10.6587	3.5965	1.8265	5.4230		6,007.0434	6,007.0434	1.9428		6,055,6134

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.4 Grading - 2021**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	0.0857	0.0589	0.8056	2.2900e-003	0.2236	1.8100e-003	0.2254	0.0593	1.6600e-003	0.0610		227.7540	227.7540	6.7100e-003		227.9217
Total	0.0857	0.0589	0.8056	2.2900e-003	0.2236	1.8100e-003	0.2254	0.0593	1.6600e-003	0.0610		227.7540	227.7540	6.7100e-003		227.9217

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					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265	0.0000	6,007.0434	6,007.0434	1.9428		6,055,6134
Total	4.1912	46.3998	30.8785	0.0620	8.6733	1.9853	10.6587	3.5965	1.8265	5.4230	0.0000	6,007.0434	6,007.0434	1.9428		6,055,6134

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.4 Grading - 2021**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	0.0857	0.0589	0.8056	2.2900e-003	0.2236	1.8100e-003	0.2254	0.0593	1.6600e-003	0.0610		227.7540	227.7540	6.7100e-003		227.9217
Total	0.0857	0.0589	0.8056	2.2900e-003	0.2236	1.8100e-003	0.2254	0.0593	1.6600e-003	0.0610		227.7540	227.7540	6.7100e-003		227.9217

3.4 Grading - 2022**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.4105	6,011.4105	1.9442		6,060.0158
Total	3.6248	38.8435	29.0415	0.0621	8.6733	1.6349	10.3082	3.5965	1.5041	5.1006		6,011.4105	6,011.4105	1.9442		6,060.0158

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.4 Grading - 2022**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	0.0803	0.0532	0.7432	2.2100e-003	0.2236	1.7500e-003	0.2253	0.0593	1.6100e-003	0.0609		219.7425	219.7425	6.0600e-003		219.8941
Total	0.0803	0.0532	0.7432	2.2100e-003	0.2236	1.7500e-003	0.2253	0.0593	1.6100e-003	0.0609		219.7425	219.7425	6.0600e-003		219.8941

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					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158
Total	3.6248	38.8435	29.0415	0.0621	8.6733	1.6349	10.3082	3.5965	1.5041	5.1006	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.4 Grading - 2022**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	0.0803	0.0532	0.7432	2.2100e-003	0.2236	1.7500e-003	0.2253	0.0593	1.6100e-003	0.0609		219.7425	219.7425	6.0600e-003		219.8941
Total	0.0803	0.0532	0.7432	2.2100e-003	0.2236	1.7500e-003	0.2253	0.0593	1.6100e-003	0.0609		219.7425	219.7425	6.0600e-003		219.8941

3.5 Building Construction - 2022**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.5 Building Construction - 2022**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	0.4079	13.2032	3.4341	0.0364	0.9155	0.0248	0.9404	0.2636	0.0237	0.2873		3,896.548 2	3,896.548 2	0.2236		3,902.138 4
Worker	3.2162	2.1318	29.7654	0.0883	8.9533	0.0701	9.0234	2.3745	0.0646	2.4390		8,800.685 7	8,800.685 7	0.2429		8,806.758 2
Total	3.6242	15.3350	33.1995	0.1247	9.8688	0.0949	9.9637	2.6381	0.0883	2.7263		12,697.23 39	12,697.23 39	0.4665		12,708.89 66

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.333 6	2,554.333 6	0.6120		2,569.632 2
Total	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.333 6	2,554.333 6	0.6120		2,569.632 2

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.5 Building Construction - 2022**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	0.4079	13.2032	3.4341	0.0364	0.9155	0.0248	0.9404	0.2636	0.0237	0.2873		3,896.548 2	3,896.548 2	0.2236		3,902.138 4
Worker	3.2162	2.1318	29.7654	0.0883	8.9533	0.0701	9.0234	2.3745	0.0646	2.4390		8,800.685 7	8,800.685 7	0.2429		8,806.758 2
Total	3.6242	15.3350	33.1995	0.1247	9.8688	0.0949	9.9637	2.6381	0.0883	2.7263		12,697.23 39	12,697.23 39	0.4665		12,708.89 66

3.5 Building Construction - 2023**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.209 9	2,555.209 9	0.6079		2,570.406 1
Total	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.209 9	2,555.209 9	0.6079		2,570.406 1

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.5 Building Construction - 2023**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	0.3027	10.0181	3.1014	0.0352	0.9156	0.0116	0.9271	0.2636	0.0111	0.2747		3,773.876 2	3,773.876 2	0.1982		3,778.830 0
Worker	3.0203	1.9287	27.4113	0.0851	8.9533	0.0681	9.0214	2.3745	0.0627	2.4372		8,478.440 8	8,478.440 8	0.2190		8,483.916 0
Total	3.3229	11.9468	30.5127	0.1203	9.8688	0.0797	9.9485	2.6381	0.0738	2.7118		12,252.31 70	12,252.31 70	0.4172		12,262.74 60

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.209 9	2,555.209 9	0.6079		2,570.406 1
Total	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.209 9	2,555.209 9	0.6079		2,570.406 1

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.5 Building Construction - 2023**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	0.3027	10.0181	3.1014	0.0352	0.9156	0.0116	0.9271	0.2636	0.0111	0.2747		3,773.876 2	3,773.876 2	0.1982		3,778.830 0
Worker	3.0203	1.9287	27.4113	0.0851	8.9533	0.0681	9.0214	2.3745	0.0627	2.4372		8,478.440 8	8,478.440 8	0.2190		8,483.916 0
Total	3.3229	11.9468	30.5127	0.1203	9.8688	0.0797	9.9485	2.6381	0.0738	2.7118		12,252.31 70	12,252.31 70	0.4172		12,262.74 60

3.6 Paving - 2023**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.584 1	2,207.584 1	0.7140		2,225.433 6
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.584 1	2,207.584 1	0.7140		2,225.433 6

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.6 Paving - 2023**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	0.0566	0.0361	0.5133	1.5900e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1700e-003	0.0456		158.7723	158.7723	4.1000e-003		158.8748
Total	0.0566	0.0361	0.5133	1.5900e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1700e-003	0.0456		158.7723	158.7723	4.1000e-003		158.8748

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.6 Paving - 2023**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	0.0566	0.0361	0.5133	1.5900e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1700e-003	0.0456		158.7723	158.7723	4.1000e-003		158.8748
Total	0.0566	0.0361	0.5133	1.5900e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1700e-003	0.0456		158.7723	158.7723	4.1000e-003		158.8748

3.6 Paving - 2024**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	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.547 2	2,207.547 2	0.7140		2,225.396 3
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.547 2	2,207.547 2	0.7140		2,225.396 3

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.6 Paving - 2024**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	0.0535	0.0329	0.4785	1.5400e-003	0.1677	1.2600e-003	0.1689	0.0445	1.1600e-003	0.0456		153.8517	153.8517	3.7600e-003		153.9458
Total	0.0535	0.0329	0.4785	1.5400e-003	0.1677	1.2600e-003	0.1689	0.0445	1.1600e-003	0.0456		153.8517	153.8517	3.7600e-003		153.9458

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	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.547 2	2,207.547 2	0.7140		2,225.396 3
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.547 2	2,207.547 2	0.7140		2,225.396 3

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.6 Paving - 2024**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	0.0535	0.0329	0.4785	1.5400e-003	0.1677	1.2600e-003	0.1689	0.0445	1.1600e-003	0.0456		153.8517	153.8517	3.7600e-003		153.9458
Total	0.0535	0.0329	0.4785	1.5400e-003	0.1677	1.2600e-003	0.1689	0.0445	1.1600e-003	0.0456		153.8517	153.8517	3.7600e-003		153.9458

3.7 Architectural Coating - 2024**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	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	236.5923	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.7 Architectural Coating - 2024**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	0.5707	0.3513	5.1044	0.0165	1.7884	0.0134	1.8018	0.4743	0.0123	0.4866		1,641.085 2	1,641.085 2	0.0401		1,642.088 6
Total	0.5707	0.3513	5.1044	0.0165	1.7884	0.0134	1.8018	0.4743	0.0123	0.4866		1,641.085 2	1,641.085 2	0.0401		1,642.088 6

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	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	236.5923	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.7 Architectural Coating - 2024**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	0.5707	0.3513	5.1044	0.0165	1.7884	0.0134	1.8018	0.4743	0.0123	0.4866		1,641.085 2	1,641.085 2	0.0401		1,642.088 6
Total	0.5707	0.3513	5.1044	0.0165	1.7884	0.0134	1.8018	0.4743	0.0123	0.4866		1,641.085 2	1,641.085 2	0.0401		1,642.088 6

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

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.60 34	50,306.60 34	2.1807		50,361.12 08
Unmitigated	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.60 34	50,306.60 34	2.1807		50,361.12 08

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4075.50	13,660,065	13,660,065
General Office Building	288.45	62.55	31.05	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.80	2,873.52	2817.72	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
Total	8,050.95	8,164.43	8,057.31	20,552,452	20,552,452

4.3 Trip Type Information

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Apartments Mid Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
General Office Building	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
High Turnover (Sit Down Restaurant)	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Hotel	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Quality Restaurant	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Regional Shopping Center	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.983 2	8,355.983 2	0.1602	0.1532	8,405.638 7
NaturalGas Unmitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.983 2	8,355.983 2	0.1602	0.1532	8,405.638 7

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

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

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1119.16	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35784.3	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1283.42	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22759.9	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4769.72	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5057.75	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	251.616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		0.7660	6.7463	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

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

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1.11916	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35.7843	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1.28342	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22.7599	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4.76972	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5.05775	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	0.251616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		0.7660	6.7463	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387

6.0 Area Detail**6.1 Mitigation Measures Area**

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Unmitigated	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192

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	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

6.2 Area by SubCategory**Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192

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
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10.0 Stationary Equipment

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

Fire Pumps and Emergency Generators

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

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

Equipment Type	Number
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11.0 Vegetation

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

Village South Specific Plan (Proposed)

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	45.00	1000sqft	1.03	45,000.00	0
High Turnover (Sit Down Restaurant)	36.00	1000sqft	0.83	36,000.00	0
Hotel	50.00	Room	1.67	72,600.00	0
Quality Restaurant	8.00	1000sqft	0.18	8,000.00	0
Apartments Low Rise	25.00	Dwelling Unit	1.56	25,000.00	72
Apartments Mid Rise	975.00	Dwelling Unit	25.66	975,000.00	2789
Regional Shopping Center	56.00	1000sqft	1.29	56,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	9			Operational Year	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	702.44	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

Project Characteristics - Consistent with the DEIR's model.

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition.

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	1.25	0.00
tblFireplaces	NumberWood	48.75	0.00
tblVehicleTrips	ST_TR	7.16	6.17
tblVehicleTrips	ST_TR	6.39	3.87
tblVehicleTrips	ST_TR	2.46	1.39
tblVehicleTrips	ST_TR	158.37	79.82
tblVehicleTrips	ST_TR	8.19	3.75
tblVehicleTrips	ST_TR	94.36	63.99
tblVehicleTrips	ST_TR	49.97	10.74
tblVehicleTrips	SU_TR	6.07	6.16
tblVehicleTrips	SU_TR	5.86	4.18
tblVehicleTrips	SU_TR	1.05	0.69
tblVehicleTrips	SU_TR	131.84	78.27

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

tblVehicleTrips	SU_TR	5.95	3.20
tblVehicleTrips	SU_TR	72.16	57.65
tblVehicleTrips	SU_TR	25.24	6.39
tblVehicleTrips	WD_TR	6.59	5.83
tblVehicleTrips	WD_TR	6.65	4.13
tblVehicleTrips	WD_TR	11.03	6.41
tblVehicleTrips	WD_TR	127.15	65.80
tblVehicleTrips	WD_TR	8.17	3.84
tblVehicleTrips	WD_TR	89.95	62.64
tblVehicleTrips	WD_TR	42.70	9.43
tblWoodstoves	NumberCatalytic	1.25	0.00
tblWoodstoves	NumberCatalytic	48.75	0.00
tblWoodstoves	NumberNoncatalytic	1.25	0.00
tblWoodstoves	NumberNoncatalytic	48.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2865	46.4651	31.6150	0.0642	18.2675	2.0461	20.3135	9.9840	1.8824	11.8664	0.0000	6,221.4937	6,221.4937	1.9491	0.0000	6,270.2214
2022	5.7218	38.9024	47.3319	0.1455	9.8688	1.6366	10.7736	3.6558	1.5057	5.1615	0.0000	14,630.3099	14,630.3099	1.9499	0.0000	14,657.2663
2023	5.2705	26.4914	44.5936	0.1413	9.8688	0.7800	10.6488	2.6381	0.7328	3.3708	0.0000	14,210.3424	14,210.3424	1.0230	0.0000	14,235.9160
2024	237.2328	9.5610	15.0611	0.0243	1.7884	0.4698	1.8628	0.4743	0.4322	0.5476	0.0000	2,352.4178	2,352.4178	0.7175	0.0000	2,370.3550
Maximum	237.2328	46.4651	47.3319	0.1455	18.2675	2.0461	20.3135	9.9840	1.8824	11.8664	0.0000	14,630.3099	14,630.3099	1.9499	0.0000	14,657.2663

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

2.1 Overall Construction (Maximum Daily Emission)

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					
2021	4.2865	46.4651	31.6150	0.0642	18.2675	2.0461	20.3135	9.9840	1.8824	11.8664	0.0000	6,221.4937	6,221.4937	1.9491	0.0000	6,270.2214
2022	5.7218	38.9024	47.3319	0.1455	9.8688	1.6366	10.7736	3.6558	1.5057	5.1615	0.0000	14,630.3099	14,630.3099	1.9499	0.0000	14,657.2663
2023	5.2705	26.4914	44.5936	0.1413	9.8688	0.7800	10.6488	2.6381	0.7328	3.3708	0.0000	14,210.3424	14,210.3424	1.0230	0.0000	14,235.9160
2024	237.2328	9.5610	15.0611	0.0243	1.7884	0.4698	1.8628	0.4743	0.4322	0.5476	0.0000	2,352.4178	2,352.4178	0.7175	0.0000	2,370.3550
Maximum	237.2328	46.4651	47.3319	0.1455	18.2675	2.0461	20.3135	9.9840	1.8824	11.8664	0.0000	14,630.3099	14,630.3099	1.9499	0.0000	14,657.2663

[illegible]

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

2.2 Overall Operational**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.59 50	18,148.59 50	0.4874	0.3300	18,259.11 92
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.983 2	8,355.983 2	0.1602	0.1532	8,405.638 7
Mobile	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.80 05	47,917.80 05	2.1953		47,972.68 39
Total	40.7912	67.7872	202.7424	0.6043	45.9592	2.4640	48.4231	12.2950	2.4399	14.7349	0.0000	74,422.37 87	74,422.37 87	2.8429	0.4832	74,637.44 17

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	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.59 50	18,148.59 50	0.4874	0.3300	18,259.11 92
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.983 2	8,355.983 2	0.1602	0.1532	8,405.638 7
Mobile	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.80 05	47,917.80 05	2.1953		47,972.68 39
Total	40.7912	67.7872	202.7424	0.6043	45.9592	2.4640	48.4231	12.2950	2.4399	14.7349	0.0000	74,422.37 87	74,422.37 87	2.8429	0.4832	74,637.44 17

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	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	9/1/2021	10/12/2021	5	30	
2	Site Preparation	Site Preparation	10/13/2021	11/9/2021	5	20	
3	Grading	Grading	11/10/2021	1/11/2022	5	45	
4	Building Construction	Building Construction	1/12/2022	12/12/2023	5	500	
5	Paving	Paving	12/13/2023	1/30/2024	5	35	
6	Architectural Coating	Architectural Coating	1/31/2024	3/19/2024	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	458.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	801.00	143.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 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					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411		3,747.9449	3,747.9449	1.0549		3,774.3174
Total	3.1651	31.4407	21.5650	0.0388	3.3074	1.5513	4.8588	0.5008	1.4411	1.9419		3,747.9449	3,747.9449	1.0549		3,774.3174

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.2 Demolition - 2021**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	0.1304	4.1454	1.0182	0.0117	0.2669	0.0128	0.2797	0.0732	0.0122	0.0854		1,269.855 5	1,269.855 5	0.0908		1,272.125 2
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	0.0715	0.0489	0.5524	1.6100e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2500e-003	0.0457		160.8377	160.8377	4.7300e-003		160.9560
Total	0.2019	4.1943	1.5706	0.0133	0.4346	0.0141	0.4487	0.1176	0.0135	0.1311		1,430.693 2	1,430.693 2	0.0955		1,433.081 2

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					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411	0.0000	3,747.944 9	3,747.944 9	1.0549		3,774.317 4
Total	3.1651	31.4407	21.5650	0.0388	3.3074	1.5513	4.8588	0.5008	1.4411	1.9419	0.0000	3,747.944 9	3,747.944 9	1.0549		3,774.317 4

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.2 Demolition - 2021**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	0.1304	4.1454	1.0182	0.0117	0.2669	0.0128	0.2797	0.0732	0.0122	0.0854		1,269.855 5	1,269.855 5	0.0908		1,272.125 2
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	0.0715	0.0489	0.5524	1.6100e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2500e-003	0.0457		160.8377	160.8377	4.7300e-003		160.9560
Total	0.2019	4.1943	1.5706	0.0133	0.4346	0.0141	0.4487	0.1176	0.0135	0.1311		1,430.693 2	1,430.693 2	0.0955		1,433.081 2

3.3 Site Preparation - 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					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.656 9	3,685.656 9	1.1920		3,715.457 3
Total	3.8882	40.4971	21.1543	0.0380	18.0663	2.0445	20.1107	9.9307	1.8809	11.8116		3,685.656 9	3,685.656 9	1.1920		3,715.457 3

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.3 Site Preparation - 2021**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	0.0858	0.0587	0.6629	1.9400e-003	0.2012	1.6300e-003	0.2028	0.0534	1.5000e-003	0.0549		193.0052	193.0052	5.6800e-003		193.1472
Total	0.0858	0.0587	0.6629	1.9400e-003	0.2012	1.6300e-003	0.2028	0.0534	1.5000e-003	0.0549		193.0052	193.0052	5.6800e-003		193.1472

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					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573
Total	3.8882	40.4971	21.1543	0.0380	18.0663	2.0445	20.1107	9.9307	1.8809	11.8116	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.3 Site Preparation - 2021**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	0.0858	0.0587	0.6629	1.9400e-003	0.2012	1.6300e-003	0.2028	0.0534	1.5000e-003	0.0549		193.0052	193.0052	5.6800e-003		193.1472
Total	0.0858	0.0587	0.6629	1.9400e-003	0.2012	1.6300e-003	0.2028	0.0534	1.5000e-003	0.0549		193.0052	193.0052	5.6800e-003		193.1472

3.4 Grading - 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					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265		6,007.0434	6,007.0434	1.9428		6,055,6134
Total	4.1912	46.3998	30.8785	0.0620	8.6733	1.9853	10.6587	3.5965	1.8265	5.4230		6,007.0434	6,007.0434	1.9428		6,055,6134

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.4 Grading - 2021**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	0.0954	0.0652	0.7365	2.1500e-003	0.2236	1.8100e-003	0.2254	0.0593	1.6600e-003	0.0610		214.4502	214.4502	6.3100e-003		214.6080
Total	0.0954	0.0652	0.7365	2.1500e-003	0.2236	1.8100e-003	0.2254	0.0593	1.6600e-003	0.0610		214.4502	214.4502	6.3100e-003		214.6080

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					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265	0.0000	6,007.0434	6,007.0434	1.9428		6,055,6134
Total	4.1912	46.3998	30.8785	0.0620	8.6733	1.9853	10.6587	3.5965	1.8265	5.4230	0.0000	6,007.0434	6,007.0434	1.9428		6,055,6134

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.4 Grading - 2021**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	0.0954	0.0652	0.7365	2.1500e-003	0.2236	1.8100e-003	0.2254	0.0593	1.6600e-003	0.0610		214.4502	214.4502	6.3100e-003		214.6080
Total	0.0954	0.0652	0.7365	2.1500e-003	0.2236	1.8100e-003	0.2254	0.0593	1.6600e-003	0.0610		214.4502	214.4502	6.3100e-003		214.6080

3.4 Grading - 2022**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.4105	6,011.4105	1.9442		6,060.0158
Total	3.6248	38.8435	29.0415	0.0621	8.6733	1.6349	10.3082	3.5965	1.5041	5.1006		6,011.4105	6,011.4105	1.9442		6,060.0158

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.4 Grading - 2022**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	0.0896	0.0589	0.6784	2.0800e-003	0.2236	1.7500e-003	0.2253	0.0593	1.6100e-003	0.0609		206.9139	206.9139	5.7000e-003		207.0563
Total	0.0896	0.0589	0.6784	2.0800e-003	0.2236	1.7500e-003	0.2253	0.0593	1.6100e-003	0.0609		206.9139	206.9139	5.7000e-003		207.0563

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					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158
Total	3.6248	38.8435	29.0415	0.0621	8.6733	1.6349	10.3082	3.5965	1.5041	5.1006	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.4 Grading - 2022**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	0.0896	0.0589	0.6784	2.0800e-003	0.2236	1.7500e-003	0.2253	0.0593	1.6100e-003	0.0609		206.9139	206.9139	5.7000e-003		207.0563
Total	0.0896	0.0589	0.6784	2.0800e-003	0.2236	1.7500e-003	0.2253	0.0593	1.6100e-003	0.0609		206.9139	206.9139	5.7000e-003		207.0563

3.5 Building Construction - 2022**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.5 Building Construction - 2022**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	0.4284	13.1673	3.8005	0.0354	0.9155	0.0256	0.9412	0.2636	0.0245	0.2881		3,789.0750	3,789.0750	0.2381		3,795.0283
Worker	3.5872	2.3593	27.1680	0.0832	8.9533	0.0701	9.0234	2.3745	0.0646	2.4390		8,286.9013	8,286.9013	0.2282		8,292.6058
Total	4.0156	15.5266	30.9685	0.1186	9.8688	0.0957	9.9645	2.6381	0.0891	2.7271		12,075.9763	12,075.9763	0.4663		12,087.6341

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.5 Building Construction - 2022**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	0.4284	13.1673	3.8005	0.0354	0.9155	0.0256	0.9412	0.2636	0.0245	0.2881		3,789.0750	3,789.0750	0.2381		3,795.0283
Worker	3.5872	2.3593	27.1680	0.0832	8.9533	0.0701	9.0234	2.3745	0.0646	2.4390		8,286.9013	8,286.9013	0.2282		8,292.6058
Total	4.0156	15.5266	30.9685	0.1186	9.8688	0.0957	9.9645	2.6381	0.0891	2.7271		12,075.9763	12,075.9763	0.4663		12,087.6341

3.5 Building Construction - 2023**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.5 Building Construction - 2023**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	0.3183	9.9726	3.3771	0.0343	0.9156	0.0122	0.9277	0.2636	0.0116	0.2752		3,671.4007	3,671.4007	0.2096		3,676.6417
Worker	3.3795	2.1338	24.9725	0.0801	8.9533	0.0681	9.0214	2.3745	0.0627	2.4372		7,983.7318	7,983.7318	0.2055		7,988.8683
Total	3.6978	12.1065	28.3496	0.1144	9.8688	0.0803	9.9491	2.6381	0.0743	2.7124		11,655.1325	11,655.1325	0.4151		11,665.5099

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.5 Building Construction - 2023**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	0.3183	9.9726	3.3771	0.0343	0.9156	0.0122	0.9277	0.2636	0.0116	0.2752		3,671.400 7	3,671.400 7	0.2096		3,676.641 7
Worker	3.3795	2.1338	24.9725	0.0801	8.9533	0.0681	9.0214	2.3745	0.0627	2.4372		7,983.731 8	7,983.731 8	0.2055		7,988.868 3
Total	3.6978	12.1065	28.3496	0.1144	9.8688	0.0803	9.9491	2.6381	0.0743	2.7124		11,655.13 25	11,655.13 25	0.4151		11,665.50 99

3.6 Paving - 2023**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.584 1	2,207.584 1	0.7140		2,225.433 6
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.584 1	2,207.584 1	0.7140		2,225.433 6

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.6 Paving - 2023**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	0.0633	0.0400	0.4677	1.5000e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1700e-003	0.0456		149.5081	149.5081	3.8500e-003		149.6043
Total	0.0633	0.0400	0.4677	1.5000e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1700e-003	0.0456		149.5081	149.5081	3.8500e-003		149.6043

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.6 Paving - 2023**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	0.0633	0.0400	0.4677	1.5000e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1700e-003	0.0456		149.5081	149.5081	3.8500e-003		149.6043
Total	0.0633	0.0400	0.4677	1.5000e-003	0.1677	1.2800e-003	0.1689	0.0445	1.1700e-003	0.0456		149.5081	149.5081	3.8500e-003		149.6043

3.6 Paving - 2024**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	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.547 2	2,207.547 2	0.7140		2,225.396 3
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.547 2	2,207.547 2	0.7140		2,225.396 3

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.6 Paving - 2024**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	0.0601	0.0364	0.4354	1.4500e-003	0.1677	1.2600e-003	0.1689	0.0445	1.1600e-003	0.0456		144.8706	144.8706	3.5300e-003		144.9587
Total	0.0601	0.0364	0.4354	1.4500e-003	0.1677	1.2600e-003	0.1689	0.0445	1.1600e-003	0.0456		144.8706	144.8706	3.5300e-003		144.9587

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	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.547 2	2,207.547 2	0.7140		2,225.396 3
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.547 2	2,207.547 2	0.7140		2,225.396 3

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.6 Paving - 2024**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	0.0601	0.0364	0.4354	1.4500e-003	0.1677	1.2600e-003	0.1689	0.0445	1.1600e-003	0.0456		144.8706	144.8706	3.5300e-003		144.9587
Total	0.0601	0.0364	0.4354	1.4500e-003	0.1677	1.2600e-003	0.1689	0.0445	1.1600e-003	0.0456		144.8706	144.8706	3.5300e-003		144.9587

3.7 Architectural Coating - 2024**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	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	236.5923	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.7 Architectural Coating - 2024**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	0.6406	0.3886	4.6439	0.0155	1.7884	0.0134	1.8018	0.4743	0.0123	0.4866		1,545.286 0	1,545.286 0	0.0376		1,546.226 2
Total	0.6406	0.3886	4.6439	0.0155	1.7884	0.0134	1.8018	0.4743	0.0123	0.4866		1,545.286 0	1,545.286 0	0.0376		1,546.226 2

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	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	236.5923	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.7 Architectural Coating - 2024**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	0.6406	0.3886	4.6439	0.0155	1.7884	0.0134	1.8018	0.4743	0.0123	0.4866		1,545.286 0	1,545.286 0	0.0376		1,546.226 2
Total	0.6406	0.3886	4.6439	0.0155	1.7884	0.0134	1.8018	0.4743	0.0123	0.4866		1,545.286 0	1,545.286 0	0.0376		1,546.226 2

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

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839
Unmitigated	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4,075.50	13,660,065	13,660,065
General Office Building	288.45	62.55	31.05	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.80	2,873.52	2,817.72	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
Total	8,050.95	8,164.43	8,057.31	20,552,452	20,552,452

4.3 Trip Type Information

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Apartments Mid Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
General Office Building	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
High Turnover (Sit Down Restaurant)	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Hotel	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Quality Restaurant	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Regional Shopping Center	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.983 2	8,355.983 2	0.1602	0.1532	8,405.638 7
NaturalGas Unmitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.983 2	8,355.983 2	0.1602	0.1532	8,405.638 7

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

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

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1119.16	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35784.3	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1283.42	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22759.9	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4769.72	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5057.75	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	251.616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		0.7660	6.7463	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

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

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1.11916	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35.7843	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1.28342	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22.7599	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4.76972	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5.05775	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	0.251616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		0.7660	6.7463	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387

6.0 Area Detail**6.1 Mitigation Measures Area**

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Unmitigated	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192

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	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

6.2 Area by SubCategory**Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192

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
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10.0 Stationary Equipment

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

Fire Pumps and Emergency Generators

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

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

Equipment Type	Number
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11.0 Vegetation

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

Village South Specific Plan (Proposed)

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	45.00	1000sqft	1.03	45,000.00	0
High Turnover (Sit Down Restaurant)	36.00	1000sqft	0.83	36,000.00	0
Hotel	50.00	Room	1.67	72,600.00	0
Quality Restaurant	8.00	1000sqft	0.18	8,000.00	0
Apartments Low Rise	25.00	Dwelling Unit	1.56	25,000.00	72
Apartments Mid Rise	975.00	Dwelling Unit	25.66	975,000.00	2789
Regional Shopping Center	56.00	1000sqft	1.29	56,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	9			Operational Year	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	702.44	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

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Project Characteristics - Consistent with the DEIR's model.

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition.

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Trips and VMT - Local hire provision

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	1.25	0.00
tblFireplaces	NumberWood	48.75	0.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblVehicleTrips	ST_TR	7.16	6.17
tblVehicleTrips	ST_TR	6.39	3.87
tblVehicleTrips	ST_TR	2.46	1.39
tblVehicleTrips	ST_TR	158.37	79.82

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tblVehicleTrips	ST_TR	8.19	3.75
tblVehicleTrips	ST_TR	94.36	63.99
tblVehicleTrips	ST_TR	49.97	10.74
tblVehicleTrips	SU_TR	6.07	6.16
tblVehicleTrips	SU_TR	5.86	4.18
tblVehicleTrips	SU_TR	1.05	0.69
tblVehicleTrips	SU_TR	131.84	78.27
tblVehicleTrips	SU_TR	5.95	3.20
tblVehicleTrips	SU_TR	72.16	57.65
tblVehicleTrips	SU_TR	25.24	6.39
tblVehicleTrips	WD_TR	6.59	5.83
tblVehicleTrips	WD_TR	6.65	4.13
tblVehicleTrips	WD_TR	11.03	6.41
tblVehicleTrips	WD_TR	127.15	65.80
tblVehicleTrips	WD_TR	8.17	3.84
tblVehicleTrips	WD_TR	89.95	62.64
tblVehicleTrips	WD_TR	42.70	9.43
tblWoodstoves	NumberCatalytic	1.25	0.00
tblWoodstoves	NumberCatalytic	48.75	0.00
tblWoodstoves	NumberNoncatalytic	1.25	0.00
tblWoodstoves	NumberNoncatalytic	48.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

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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					
2021	0.1704	1.8234	1.1577	2.3800e-003	0.4141	0.0817	0.4958	0.1788	0.0754	0.2542	0.0000	210.7654	210.7654	0.0600	0.0000	212.2661
2022	0.5865	4.0240	5.1546	0.0155	0.9509	0.1175	1.0683	0.2518	0.1103	0.3621	0.0000	1,418.6554	1,418.6554	0.1215	0.0000	1,421.6925
2023	0.5190	3.2850	4.7678	0.0147	0.8497	0.0971	0.9468	0.2283	0.0912	0.3195	0.0000	1,342.4412	1,342.4412	0.1115	0.0000	1,345.2291
2024	4.1592	0.1313	0.2557	5.0000e-004	0.0221	6.3900e-003	0.0285	5.8700e-003	5.9700e-003	0.0118	0.0000	44.6355	44.6355	7.8300e-003	0.0000	44.8311
Maximum	4.1592	4.0240	5.1546	0.0155	0.9509	0.1175	1.0683	0.2518	0.1103	0.3621	0.0000	1,418.6554	1,418.6554	0.1215	0.0000	1,421.6925

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2.1 Overall Construction**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					
2021	0.1704	1.8234	1.1577	2.3800e-003	0.4141	0.0817	0.4958	0.1788	0.0754	0.2542	0.0000	210.7651	210.7651	0.0600	0.0000	212.2658
2022	0.5865	4.0240	5.1546	0.0155	0.9509	0.1175	1.0683	0.2518	0.1103	0.3621	0.0000	1,418.6550	1,418.6550	0.1215	0.0000	1,421.6921
2023	0.5190	3.2850	4.7678	0.0147	0.8497	0.0971	0.9468	0.2283	0.0912	0.3195	0.0000	1,342.4409	1,342.4409	0.1115	0.0000	1,345.2287
2024	4.1592	0.1313	0.2557	5.0000e-004	0.0221	6.3900e-003	0.0285	5.8700e-003	5.9700e-003	0.0118	0.0000	44.6354	44.6354	7.8300e-003	0.0000	44.8311
Maximum	4.1592	4.0240	5.1546	0.0155	0.9509	0.1175	1.0683	0.2518	0.1103	0.3621	0.0000	1,418.6550	1,418.6550	0.1215	0.0000	1,421.6921

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	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	9-1-2021	11-30-2021	1.4091	1.4091
2	12-1-2021	2-28-2022	1.3329	1.3329
3	3-1-2022	5-31-2022	1.1499	1.1499
4	6-1-2022	8-31-2022	1.1457	1.1457
5	9-1-2022	11-30-2022	1.1415	1.1415
6	12-1-2022	2-28-2023	1.0278	1.0278
7	3-1-2023	5-31-2023	0.9868	0.9868
8	6-1-2023	8-31-2023	0.9831	0.9831

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9	9-1-2023	11-30-2023	0.9798	0.9798
10	12-1-2023	2-29-2024	2.8757	2.8757
11	3-1-2024	5-31-2024	1.6188	1.6188
		Highest	2.8757	2.8757

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	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835
Energy	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	3,896.0732	3,896.0732	0.1303	0.0468	3,913.2833
Mobile	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162
Waste						0.0000	0.0000		0.0000	0.0000	207.8079	0.0000	207.8079	12.2811	0.0000	514.8354
Water						0.0000	0.0000		0.0000	0.0000	29.1632	556.6420	585.8052	3.0183	0.0755	683.7567
Total	6.8692	9.5223	30.3407	0.0914	7.7979	0.2260	8.0240	2.0895	0.2219	2.3114	236.9712	12,294.1807	12,531.1519	15.7904	0.1260	12,963.4751

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2.2 Overall Operational**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835
Energy	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	3,896.0732	3,896.0732	0.1303	0.0468	3,913.2833
Mobile	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162
Waste						0.0000	0.0000		0.0000	0.0000	207.8079	0.0000	207.8079	12.2811	0.0000	514.8354
Water						0.0000	0.0000		0.0000	0.0000	29.1632	556.6420	585.8052	3.0183	0.0755	683.7567
Total	6.8692	9.5223	30.3407	0.0914	7.7979	0.2260	8.0240	2.0895	0.2219	2.3114	236.9712	12,294.1807	12,531.1519	15.7904	0.1260	12,963.4751

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

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Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/1/2021	10/12/2021	5	30	
2	Site Preparation	Site Preparation	10/13/2021	11/9/2021	5	20	
3	Grading	Grading	11/10/2021	1/11/2022	5	45	
4	Building Construction	Building Construction	1/12/2022	12/12/2023	5	500	
5	Paving	Paving	12/13/2023	1/30/2024	5	35	
6	Architectural Coating	Architectural Coating	1/31/2024	3/19/2024	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

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Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

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Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	458.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	801.00	143.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 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					
Fugitive Dust					0.0496	0.0000	0.0496	7.5100e-003	0.0000	7.5100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0475	0.4716	0.3235	5.8000e-004		0.0233	0.0233		0.0216	0.0216	0.0000	51.0012	51.0012	0.0144	0.0000	51.3601
Total	0.0475	0.4716	0.3235	5.8000e-004	0.0496	0.0233	0.0729	7.5100e-003	0.0216	0.0291	0.0000	51.0012	51.0012	0.0144	0.0000	51.3601

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3.2 Demolition - 2021**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	1.9300e-003	0.0634	0.0148	1.8000e-004	3.9400e-003	1.9000e-004	4.1300e-003	1.0800e-003	1.8000e-004	1.2600e-003	0.0000	17.4566	17.4566	1.2100e-003	0.0000	17.4869
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	7.2000e-004	5.3000e-004	6.0900e-003	2.0000e-005	1.6800e-003	1.0000e-005	1.6900e-003	4.5000e-004	1.0000e-005	4.6000e-004	0.0000	1.5281	1.5281	5.0000e-005	0.0000	1.5293
Total	2.6500e-003	0.0639	0.0209	2.0000e-004	5.6200e-003	2.0000e-004	5.8200e-003	1.5300e-003	1.9000e-004	1.7200e-003	0.0000	18.9847	18.9847	1.2600e-003	0.0000	19.0161

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0496	0.0000	0.0496	7.5100e-003	0.0000	7.5100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0475	0.4716	0.3235	5.8000e-004		0.0233	0.0233		0.0216	0.0216	0.0000	51.0011	51.0011	0.0144	0.0000	51.3600
Total	0.0475	0.4716	0.3235	5.8000e-004	0.0496	0.0233	0.0729	7.5100e-003	0.0216	0.0291	0.0000	51.0011	51.0011	0.0144	0.0000	51.3600

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3.2 Demolition - 2021**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	1.9300e-003	0.0634	0.0148	1.8000e-004	3.9400e-003	1.9000e-004	4.1300e-003	1.0800e-003	1.8000e-004	1.2600e-003	0.0000	17.4566	17.4566	1.2100e-003	0.0000	17.4869
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	7.2000e-004	5.3000e-004	6.0900e-003	2.0000e-005	1.6800e-003	1.0000e-005	1.6900e-003	4.5000e-004	1.0000e-005	4.6000e-004	0.0000	1.5281	1.5281	5.0000e-005	0.0000	1.5293
Total	2.6500e-003	0.0639	0.0209	2.0000e-004	5.6200e-003	2.0000e-004	5.8200e-003	1.5300e-003	1.9000e-004	1.7200e-003	0.0000	18.9847	18.9847	1.2600e-003	0.0000	19.0161

3.3 Site Preparation - 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					
Fugitive Dust					0.1807	0.0000	0.1807	0.0993	0.0000	0.0993	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0389	0.4050	0.2115	3.8000e-004		0.0204	0.0204		0.0188	0.0188	0.0000	33.4357	33.4357	0.0108	0.0000	33.7061
Total	0.0389	0.4050	0.2115	3.8000e-004	0.1807	0.0204	0.2011	0.0993	0.0188	0.1181	0.0000	33.4357	33.4357	0.0108	0.0000	33.7061

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3.3 Site Preparation - 2021**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.8000e-004	4.3000e-004	4.8700e-003	1.0000e-005	1.3400e-003	1.0000e-005	1.3500e-003	3.6000e-004	1.0000e-005	3.7000e-004	0.0000	1.2225	1.2225	4.0000e-005	0.0000	1.2234
Total	5.8000e-004	4.3000e-004	4.8700e-003	1.0000e-005	1.3400e-003	1.0000e-005	1.3500e-003	3.6000e-004	1.0000e-005	3.7000e-004	0.0000	1.2225	1.2225	4.0000e-005	0.0000	1.2234

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1807	0.0000	0.1807	0.0993	0.0000	0.0993	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0389	0.4050	0.2115	3.8000e-004		0.0204	0.0204		0.0188	0.0188	0.0000	33.4357	33.4357	0.0108	0.0000	33.7060
Total	0.0389	0.4050	0.2115	3.8000e-004	0.1807	0.0204	0.2011	0.0993	0.0188	0.1181	0.0000	33.4357	33.4357	0.0108	0.0000	33.7060

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3.3 Site Preparation - 2021**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.8000e-004	4.3000e-004	4.8700e-003	1.0000e-005	1.3400e-003	1.0000e-005	1.3500e-003	3.6000e-004	1.0000e-005	3.7000e-004	0.0000	1.2225	1.2225	4.0000e-005	0.0000	1.2234
Total	5.8000e-004	4.3000e-004	4.8700e-003	1.0000e-005	1.3400e-003	1.0000e-005	1.3500e-003	3.6000e-004	1.0000e-005	3.7000e-004	0.0000	1.2225	1.2225	4.0000e-005	0.0000	1.2234

3.4 Grading - 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					
Fugitive Dust					0.1741	0.0000	0.1741	0.0693	0.0000	0.0693	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0796	0.8816	0.5867	1.1800e-003		0.0377	0.0377		0.0347	0.0347	0.0000	103.5405	103.5405	0.0335	0.0000	104.3776
Total	0.0796	0.8816	0.5867	1.1800e-003	0.1741	0.0377	0.2118	0.0693	0.0347	0.1040	0.0000	103.5405	103.5405	0.0335	0.0000	104.3776

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3.4 Grading - 2021**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2200e-003	9.0000e-004	0.0103	3.0000e-005	2.8300e-003	2.0000e-005	2.8600e-003	7.5000e-004	2.0000e-005	7.8000e-004	0.0000	2.5808	2.5808	8.0000e-005	0.0000	2.5828
Total	1.2200e-003	9.0000e-004	0.0103	3.0000e-005	2.8300e-003	2.0000e-005	2.8600e-003	7.5000e-004	2.0000e-005	7.8000e-004	0.0000	2.5808	2.5808	8.0000e-005	0.0000	2.5828

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1741	0.0000	0.1741	0.0693	0.0000	0.0693	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0796	0.8816	0.5867	1.1800e-003		0.0377	0.0377		0.0347	0.0347	0.0000	103.5403	103.5403	0.0335	0.0000	104.3775
Total	0.0796	0.8816	0.5867	1.1800e-003	0.1741	0.0377	0.2118	0.0693	0.0347	0.1040	0.0000	103.5403	103.5403	0.0335	0.0000	104.3775

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3.4 Grading - 2021**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2200e-003	9.0000e-004	0.0103	3.0000e-005	2.8300e-003	2.0000e-005	2.8600e-003	7.5000e-004	2.0000e-005	7.8000e-004	0.0000	2.5808	2.5808	8.0000e-005	0.0000	2.5828
Total	1.2200e-003	9.0000e-004	0.0103	3.0000e-005	2.8300e-003	2.0000e-005	2.8600e-003	7.5000e-004	2.0000e-005	7.8000e-004	0.0000	2.5808	2.5808	8.0000e-005	0.0000	2.5828

3.4 Grading - 2022**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0807	0.0000	0.0807	0.0180	0.0000	0.0180	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0127	0.1360	0.1017	2.2000e-004		5.7200e-003	5.7200e-003		5.2600e-003	5.2600e-003	0.0000	19.0871	19.0871	6.1700e-003	0.0000	19.2414
Total	0.0127	0.1360	0.1017	2.2000e-004	0.0807	5.7200e-003	0.0865	0.0180	5.2600e-003	0.0233	0.0000	19.0871	19.0871	6.1700e-003	0.0000	19.2414

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3.4 Grading - 2022**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	2.1000e-004	1.5000e-004	1.7400e-003	1.0000e-005	5.2000e-004	0.0000	5.3000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4587	0.4587	1.0000e-005	0.0000	0.4590
Total	2.1000e-004	1.5000e-004	1.7400e-003	1.0000e-005	5.2000e-004	0.0000	5.3000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4587	0.4587	1.0000e-005	0.0000	0.4590

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0807	0.0000	0.0807	0.0180	0.0000	0.0180	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0127	0.1360	0.1017	2.2000e-004		5.7200e-003	5.7200e-003		5.2600e-003	5.2600e-003	0.0000	19.0871	19.0871	6.1700e-003	0.0000	19.2414
Total	0.0127	0.1360	0.1017	2.2000e-004	0.0807	5.7200e-003	0.0865	0.0180	5.2600e-003	0.0233	0.0000	19.0871	19.0871	6.1700e-003	0.0000	19.2414

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3.4 Grading - 2022**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	2.1000e-004	1.5000e-004	1.7400e-003	1.0000e-005	5.2000e-004	0.0000	5.3000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4587	0.4587	1.0000e-005	0.0000	0.4590
Total	2.1000e-004	1.5000e-004	1.7400e-003	1.0000e-005	5.2000e-004	0.0000	5.3000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4587	0.4587	1.0000e-005	0.0000	0.4590

3.5 Building Construction - 2022**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2158	1.9754	2.0700	3.4100e-003		0.1023	0.1023		0.0963	0.0963	0.0000	293.1324	293.1324	0.0702	0.0000	294.8881
Total	0.2158	1.9754	2.0700	3.4100e-003		0.1023	0.1023		0.0963	0.0963	0.0000	293.1324	293.1324	0.0702	0.0000	294.8881

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3.5 Building Construction - 2022**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	0.0527	1.6961	0.4580	4.5500e-003	0.1140	3.1800e-003	0.1171	0.0329	3.0400e-003	0.0359	0.0000	441.9835	441.9835	0.0264	0.0000	442.6435
Worker	0.3051	0.2164	2.5233	7.3500e-003	0.7557	6.2300e-003	0.7619	0.2007	5.7400e-003	0.2065	0.0000	663.9936	663.9936	0.0187	0.0000	664.4604
Total	0.3578	1.9125	2.9812	0.0119	0.8696	9.4100e-003	0.8790	0.2336	8.7800e-003	0.2424	0.0000	1,105.9771	1,105.9771	0.0451	0.0000	1,107.1039

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	0.2158	1.9754	2.0700	3.4100e-003		0.1023	0.1023		0.0963	0.0963	0.0000	293.1321	293.1321	0.0702	0.0000	294.8877
Total	0.2158	1.9754	2.0700	3.4100e-003		0.1023	0.1023		0.0963	0.0963	0.0000	293.1321	293.1321	0.0702	0.0000	294.8877

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3.5 Building Construction - 2022**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	0.0527	1.6961	0.4580	4.5500e-003	0.1140	3.1800e-003	0.1171	0.0329	3.0400e-003	0.0359	0.0000	441.9835	441.9835	0.0264	0.0000	442.6435
Worker	0.3051	0.2164	2.5233	7.3500e-003	0.7557	6.2300e-003	0.7619	0.2007	5.7400e-003	0.2065	0.0000	663.9936	663.9936	0.0187	0.0000	664.4604
Total	0.3578	1.9125	2.9812	0.0119	0.8696	9.4100e-003	0.8790	0.2336	8.7800e-003	0.2424	0.0000	1,105.9771	1,105.9771	0.0451	0.0000	1,107.1039

3.5 Building Construction - 2023**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	0.1942	1.7765	2.0061	3.3300e-003		0.0864	0.0864		0.0813	0.0813	0.0000	286.2789	286.2789	0.0681	0.0000	287.9814
Total	0.1942	1.7765	2.0061	3.3300e-003		0.0864	0.0864		0.0813	0.0813	0.0000	286.2789	286.2789	0.0681	0.0000	287.9814

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3.5 Building Construction - 2023**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	0.0382	1.2511	0.4011	4.3000e-003	0.1113	1.4600e-003	0.1127	0.0321	1.4000e-003	0.0335	0.0000	417.9930	417.9930	0.0228	0.0000	418.5624
Worker	0.2795	0.1910	2.2635	6.9100e-003	0.7377	5.9100e-003	0.7436	0.1960	5.4500e-003	0.2014	0.0000	624.5363	624.5363	0.0164	0.0000	624.9466
Total	0.3177	1.4420	2.6646	0.0112	0.8490	7.3700e-003	0.8564	0.2281	6.8500e-003	0.2349	0.0000	1,042.5294	1,042.5294	0.0392	0.0000	1,043.5090

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	0.1942	1.7765	2.0061	3.3300e-003		0.0864	0.0864		0.0813	0.0813	0.0000	286.2785	286.2785	0.0681	0.0000	287.9811
Total	0.1942	1.7765	2.0061	3.3300e-003		0.0864	0.0864		0.0813	0.0813	0.0000	286.2785	286.2785	0.0681	0.0000	287.9811

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3.5 Building Construction - 2023**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	0.0382	1.2511	0.4011	4.3000e-003	0.1113	1.4600e-003	0.1127	0.0321	1.4000e-003	0.0335	0.0000	417.9930	417.9930	0.0228	0.0000	418.5624
Worker	0.2795	0.1910	2.2635	6.9100e-003	0.7377	5.9100e-003	0.7436	0.1960	5.4500e-003	0.2014	0.0000	624.5363	624.5363	0.0164	0.0000	624.9466
Total	0.3177	1.4420	2.6646	0.0112	0.8490	7.3700e-003	0.8564	0.2281	6.8500e-003	0.2349	0.0000	1,042.5294	1,042.5294	0.0392	0.0000	1,043.5090

3.6 Paving - 2023**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	6.7100e-003	0.0663	0.0948	1.5000e-004		3.3200e-003	3.3200e-003		3.0500e-003	3.0500e-003	0.0000	13.0175	13.0175	4.2100e-003	0.0000	13.1227
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	6.7100e-003	0.0663	0.0948	1.5000e-004		3.3200e-003	3.3200e-003		3.0500e-003	3.0500e-003	0.0000	13.0175	13.0175	4.2100e-003	0.0000	13.1227

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3.6 Paving - 2023**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	1.9000e-004	2.2300e-003	1.0000e-005	7.3000e-004	1.0000e-005	7.3000e-004	1.9000e-004	1.0000e-005	2.0000e-004	0.0000	0.6156	0.6156	2.0000e-005	0.0000	0.6160
Total	2.8000e-004	1.9000e-004	2.2300e-003	1.0000e-005	7.3000e-004	1.0000e-005	7.3000e-004	1.9000e-004	1.0000e-005	2.0000e-004	0.0000	0.6156	0.6156	2.0000e-005	0.0000	0.6160

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	6.7100e-003	0.0663	0.0948	1.5000e-004		3.3200e-003	3.3200e-003		3.0500e-003	3.0500e-003	0.0000	13.0175	13.0175	4.2100e-003	0.0000	13.1227
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	6.7100e-003	0.0663	0.0948	1.5000e-004		3.3200e-003	3.3200e-003		3.0500e-003	3.0500e-003	0.0000	13.0175	13.0175	4.2100e-003	0.0000	13.1227

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3.6 Paving - 2023**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	1.9000e-004	2.2300e-003	1.0000e-005	7.3000e-004	1.0000e-005	7.3000e-004	1.9000e-004	1.0000e-005	2.0000e-004	0.0000	0.6156	0.6156	2.0000e-005	0.0000	0.6160
Total	2.8000e-004	1.9000e-004	2.2300e-003	1.0000e-005	7.3000e-004	1.0000e-005	7.3000e-004	1.9000e-004	1.0000e-005	2.0000e-004	0.0000	0.6156	0.6156	2.0000e-005	0.0000	0.6160

3.6 Paving - 2024**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	0.0109	0.1048	0.1609	2.5000e-004		5.1500e-003	5.1500e-003		4.7400e-003	4.7400e-003	0.0000	22.0292	22.0292	7.1200e-003	0.0000	22.2073
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0109	0.1048	0.1609	2.5000e-004		5.1500e-003	5.1500e-003		4.7400e-003	4.7400e-003	0.0000	22.0292	22.0292	7.1200e-003	0.0000	22.2073

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3.6 Paving - 2024**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.4000e-004	2.9000e-004	3.5100e-003	1.0000e-005	1.2300e-003	1.0000e-005	1.2400e-003	3.3000e-004	1.0000e-005	3.4000e-004	0.0000	1.0094	1.0094	3.0000e-005	0.0000	1.0100
Total	4.4000e-004	2.9000e-004	3.5100e-003	1.0000e-005	1.2300e-003	1.0000e-005	1.2400e-003	3.3000e-004	1.0000e-005	3.4000e-004	0.0000	1.0094	1.0094	3.0000e-005	0.0000	1.0100

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	0.0109	0.1048	0.1609	2.5000e-004		5.1500e-003	5.1500e-003		4.7400e-003	4.7400e-003	0.0000	22.0292	22.0292	7.1200e-003	0.0000	22.2073
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0109	0.1048	0.1609	2.5000e-004		5.1500e-003	5.1500e-003		4.7400e-003	4.7400e-003	0.0000	22.0292	22.0292	7.1200e-003	0.0000	22.2073

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3.6 Paving - 2024**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.4000e-004	2.9000e-004	3.5100e-003	1.0000e-005	1.2300e-003	1.0000e-005	1.2400e-003	3.3000e-004	1.0000e-005	3.4000e-004	0.0000	1.0094	1.0094	3.0000e-005	0.0000	1.0100
Total	4.4000e-004	2.9000e-004	3.5100e-003	1.0000e-005	1.2300e-003	1.0000e-005	1.2400e-003	3.3000e-004	1.0000e-005	3.4000e-004	0.0000	1.0094	1.0094	3.0000e-005	0.0000	1.0100

3.7 Architectural Coating - 2024**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	4.1372					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.1600e-003	0.0213	0.0317	5.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003	0.0000	4.4682	4.4682	2.5000e-004	0.0000	4.4745
Total	4.1404	0.0213	0.0317	5.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003	0.0000	4.4682	4.4682	2.5000e-004	0.0000	4.4745

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3.7 Architectural Coating - 2024**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	7.4800e-003	4.9300e-003	0.0596	1.9000e-004	0.0209	1.6000e-004	0.0211	5.5500e-003	1.5000e-004	5.7000e-003	0.0000	17.1287	17.1287	4.3000e-004	0.0000	17.1394
Total	7.4800e-003	4.9300e-003	0.0596	1.9000e-004	0.0209	1.6000e-004	0.0211	5.5500e-003	1.5000e-004	5.7000e-003	0.0000	17.1287	17.1287	4.3000e-004	0.0000	17.1394

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	4.1372					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.1600e-003	0.0213	0.0317	5.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003	0.0000	4.4682	4.4682	2.5000e-004	0.0000	4.4745
Total	4.1404	0.0213	0.0317	5.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003	0.0000	4.4682	4.4682	2.5000e-004	0.0000	4.4745

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3.7 Architectural Coating - 2024**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	7.4800e-003	4.9300e-003	0.0596	1.9000e-004	0.0209	1.6000e-004	0.0211	5.5500e-003	1.5000e-004	5.7000e-003	0.0000	17.1287	17.1287	4.3000e-004	0.0000	17.1394
Total	7.4800e-003	4.9300e-003	0.0596	1.9000e-004	0.0209	1.6000e-004	0.0211	5.5500e-003	1.5000e-004	5.7000e-003	0.0000	17.1287	17.1287	4.3000e-004	0.0000	17.1394

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

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	ROG	NOx	CO	SO2	Fugitive 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	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162
Unmitigated	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4,075.50	13,660,065	13,660,065
General Office Building	288.45	62.55	31.05	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.80	2,873.52	2,817.72	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
Total	8,050.95	8,164.43	8,057.31	20,552,452	20,552,452

4.3 Trip Type Information

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Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Apartments Mid Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
General Office Building	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
High Turnover (Sit Down Restaurant)	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Hotel	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Quality Restaurant	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Regional Shopping Center	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

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	ROG	NOx	CO	SO2	Fugitive 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	2,512.6465	2,512.6465	0.1037	0.0215	2,521.6356
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	2,512.6465	2,512.6465	0.1037	0.0215	2,521.6356
NaturalGas Mitigated	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	1,383.4267	1,383.4267	0.0265	0.0254	1,391.6478
NaturalGas Unmitigated	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	1,383.4267	1,383.4267	0.0265	0.0254	1,391.6478

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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	408494	2.2000e-003	0.0188	8.0100e-003	1.2000e-004		1.5200e-003	1.5200e-003		1.5200e-003	1.5200e-003	0.0000	21.7988	21.7988	4.2000e-004	4.0000e-004	21.9284
Apartments Mid Rise	1.30613e+007	0.0704	0.6018	0.2561	3.8400e-003		0.0487	0.0487		0.0487	0.0487	0.0000	696.9989	696.9989	0.0134	0.0128	701.1408
General Office Building	468450	2.5300e-003	0.0230	0.0193	1.4000e-004		1.7500e-003	1.7500e-003		1.7500e-003	1.7500e-003	0.0000	24.9983	24.9983	4.8000e-004	4.6000e-004	25.1468
High Turnover (Sit Down Restaurant)	8.30736e+006	0.0448	0.4072	0.3421	2.4400e-003		0.0310	0.0310		0.0310	0.0310	0.0000	443.3124	443.3124	8.5000e-003	8.1300e-003	445.9468
Hotel	1.74095e+006	9.3900e-003	0.0853	0.0717	5.1000e-004		6.4900e-003	6.4900e-003		6.4900e-003	6.4900e-003	0.0000	92.9036	92.9036	1.7800e-003	1.7000e-003	93.4557
Quality Restaurant	1.84608e+006	9.9500e-003	0.0905	0.0760	5.4000e-004		6.8800e-003	6.8800e-003		6.8800e-003	6.8800e-003	0.0000	98.5139	98.5139	1.8900e-003	1.8100e-003	99.0993
Regional Shopping Center	91840	5.0000e-004	4.5000e-003	3.7800e-003	3.0000e-005		3.4000e-004	3.4000e-004		3.4000e-004	3.4000e-004	0.0000	4.9009	4.9009	9.0000e-005	9.0000e-005	4.9301
Total		0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	1,383.4268	1,383.4268	0.0265	0.0254	1,391.6478

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

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	408494	2.2000e-003	0.0188	8.0100e-003	1.2000e-004		1.5200e-003	1.5200e-003		1.5200e-003	1.5200e-003	0.0000	21.7988	21.7988	4.2000e-004	4.0000e-004	21.9284
Apartments Mid Rise	1.30613e+007	0.0704	0.6018	0.2561	3.8400e-003		0.0487	0.0487		0.0487	0.0487	0.0000	696.9989	696.9989	0.0134	0.0128	701.1408
General Office Building	468450	2.5300e-003	0.0230	0.0193	1.4000e-004		1.7500e-003	1.7500e-003		1.7500e-003	1.7500e-003	0.0000	24.9983	24.9983	4.8000e-004	4.6000e-004	25.1468
High Turnover (Sit Down Restaurant)	8.30736e+006	0.0448	0.4072	0.3421	2.4400e-003		0.0310	0.0310		0.0310	0.0310	0.0000	443.3124	443.3124	8.5000e-003	8.1300e-003	445.9468
Hotel	1.74095e+006	9.3900e-003	0.0853	0.0717	5.1000e-004		6.4900e-003	6.4900e-003		6.4900e-003	6.4900e-003	0.0000	92.9036	92.9036	1.7800e-003	1.7000e-003	93.4557
Quality Restaurant	1.84608e+006	9.9500e-003	0.0905	0.0760	5.4000e-004		6.8800e-003	6.8800e-003		6.8800e-003	6.8800e-003	0.0000	98.5139	98.5139	1.8900e-003	1.8100e-003	99.0993
Regional Shopping Center	91840	5.0000e-004	4.5000e-003	3.7800e-003	3.0000e-005		3.4000e-004	3.4000e-004		3.4000e-004	3.4000e-004	0.0000	4.9009	4.9009	9.0000e-005	9.0000e-005	4.9301
Total		0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	1,383.4268	1,383.4268	0.0265	0.0254	1,391.6478

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

5.3 Energy by Land Use - Electricity**Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	106010	33.7770	1.3900e-003	2.9000e-004	33.8978
Apartments Mid Rise	3.94697e+006	1,257.5879	0.0519	0.0107	1,262.0869
General Office Building	584550	186.2502	7.6900e-003	1.5900e-003	186.9165
High Turnover (Sit Down Restaurant)	1.58904e+006	506.3022	0.0209	4.3200e-003	508.1135
Hotel	550308	175.3399	7.2400e-003	1.5000e-003	175.9672
Quality Restaurant	353120	112.5116	4.6500e-003	9.6000e-004	112.9141
Regional Shopping Center	756000	240.8778	9.9400e-003	2.0600e-003	241.7395
Total		2,512.6465	0.1037	0.0215	2,521.6356

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

5.3 Energy by Land Use - Electricity**Mitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	106010	33.7770	1.3900e-003	2.9000e-004	33.8978
Apartments Mid Rise	3.94697e+006	1,257.5879	0.0519	0.0107	1,262.0869
General Office Building	584550	186.2502	7.6900e-003	1.5900e-003	186.9165
High Turnover (Sit Down Restaurant)	1.58904e+006	506.3022	0.0209	4.3200e-003	508.1135
Hotel	550308	175.3399	7.2400e-003	1.5000e-003	175.9672
Quality Restaurant	353120	112.5116	4.6500e-003	9.6000e-004	112.9141
Regional Shopping Center	756000	240.8778	9.9400e-003	2.0600e-003	241.7395
Total		2,512.6465	0.1037	0.0215	2,521.6356

6.0 Area Detail**6.1 Mitigation Measures Area**

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	ROG	NOx	CO	SO2	Fugitive 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	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835
Unmitigated	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.4137					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	4.3998					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0206	0.1763	0.0750	1.1200e-003		0.0143	0.0143		0.0143	0.0143	0.0000	204.1166	204.1166	3.9100e-003	3.7400e-003	205.3295
Landscaping	0.3096	0.1187	10.3054	5.4000e-004		0.0572	0.0572		0.0572	0.0572	0.0000	16.8504	16.8504	0.0161	0.0000	17.2540
Total	5.1437	0.2950	10.3804	1.6600e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835

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6.2 Area by SubCategory**Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.4137					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	4.3998					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0206	0.1763	0.0750	1.1200e-003		0.0143	0.0143		0.0143	0.0143	0.0000	204.1166	204.1166	3.9100e-003	3.7400e-003	205.3295
Landscaping	0.3096	0.1187	10.3054	5.4000e-004		0.0572	0.0572		0.0572	0.0572	0.0000	16.8504	16.8504	0.0161	0.0000	17.2540
Total	5.1437	0.2950	10.3804	1.6600e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835

7.0 Water Detail**7.1 Mitigation Measures Water**

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	585.8052	3.0183	0.0755	683.7567
Unmitigated	585.8052	3.0183	0.0755	683.7567

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

7.2 Water by Land Use**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	1.62885 / 1.02688	10.9095	0.0535	1.3400e-003	12.6471
Apartments Mid Rise	63.5252 / 40.0485	425.4719	2.0867	0.0523	493.2363
General Office Building	7.99802 / 4.90201	53.0719	0.2627	6.5900e-003	61.6019
High Turnover (Sit Down Restaurant)	10.9272 / 0.697482	51.2702	0.3580	8.8200e-003	62.8482
Hotel	1.26834 / 0.140927	6.1633	0.0416	1.0300e-003	7.5079
Quality Restaurant	2.42827 / 0.154996	11.3934	0.0796	1.9600e-003	13.9663
Regional Shopping Center	4.14806 / 2.54236	27.5250	0.1363	3.4200e-003	31.9490
Total		585.8052	3.0183	0.0755	683.7567

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

7.2 Water by Land Use**Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	1.62885 / 1.02688	10.9095	0.0535	1.3400e-003	12.6471
Apartments Mid Rise	63.5252 / 40.0485	425.4719	2.0867	0.0523	493.2363
General Office Building	7.99802 / 4.90201	53.0719	0.2627	6.5900e-003	61.6019
High Turnover (Sit Down Restaurant)	10.9272 / 0.697482	51.2702	0.3580	8.8200e-003	62.8482
Hotel	1.26834 / 0.140927	6.1633	0.0416	1.0300e-003	7.5079
Quality Restaurant	2.42827 / 0.154996	11.3934	0.0796	1.9600e-003	13.9663
Regional Shopping Center	4.14806 / 2.54236	27.5250	0.1363	3.4200e-003	31.9490
Total		585.8052	3.0183	0.0755	683.7567

8.0 Waste Detail**8.1 Mitigation Measures Waste**

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	207.8079	12.2811	0.0000	514.8354
Unmitigated	207.8079	12.2811	0.0000	514.8354

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

8.2 Waste by Land Use**Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	11.5	2.3344	0.1380	0.0000	5.7834
Apartments Mid Rise	448.5	91.0415	5.3804	0.0000	225.5513
General Office Building	41.85	8.4952	0.5021	0.0000	21.0464
High Turnover (Sit Down Restaurant)	428.4	86.9613	5.1393	0.0000	215.4430
Hotel	27.38	5.5579	0.3285	0.0000	13.7694
Quality Restaurant	7.3	1.4818	0.0876	0.0000	3.6712
Regional Shopping Center	58.8	11.9359	0.7054	0.0000	29.5706
Total		207.8079	12.2811	0.0000	514.8354

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

8.2 Waste by Land Use**Mitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	11.5	2.3344	0.1380	0.0000	5.7834
Apartments Mid Rise	448.5	91.0415	5.3804	0.0000	225.5513
General Office Building	41.85	8.4952	0.5021	0.0000	21.0464
High Turnover (Sit Down Restaurant)	428.4	86.9613	5.1393	0.0000	215.4430
Hotel	27.38	5.5579	0.3285	0.0000	13.7694
Quality Restaurant	7.3	1.4818	0.0876	0.0000	3.6712
Regional Shopping Center	58.8	11.9359	0.7054	0.0000	29.5706
Total		207.8079	12.2811	0.0000	514.8354

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment**Fire Pumps and Emergency Generators**

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

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

Equipment Type	Number
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11.0 Vegetation

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

Village South Specific Plan (Proposed)

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	45.00	1000sqft	1.03	45,000.00	0
High Turnover (Sit Down Restaurant)	36.00	1000sqft	0.83	36,000.00	0
Hotel	50.00	Room	1.67	72,600.00	0
Quality Restaurant	8.00	1000sqft	0.18	8,000.00	0
Apartments Low Rise	25.00	Dwelling Unit	1.56	25,000.00	72
Apartments Mid Rise	975.00	Dwelling Unit	25.66	975,000.00	2789
Regional Shopping Center	56.00	1000sqft	1.29	56,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	9			Operational Year	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	702.44	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

Project Characteristics - Consistent with the DEIR's model.

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition.

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Trips and VMT - Local hire provision

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	1.25	0.00
tblFireplaces	NumberWood	48.75	0.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblVehicleTrips	ST_TR	7.16	6.17
tblVehicleTrips	ST_TR	6.39	3.87
tblVehicleTrips	ST_TR	2.46	1.39
tblVehicleTrips	ST_TR	158.37	79.82

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

tblVehicleTrips	ST_TR	8.19	3.75
tblVehicleTrips	ST_TR	94.36	63.99
tblVehicleTrips	ST_TR	49.97	10.74
tblVehicleTrips	SU_TR	6.07	6.16
tblVehicleTrips	SU_TR	5.86	4.18
tblVehicleTrips	SU_TR	1.05	0.69
tblVehicleTrips	SU_TR	131.84	78.27
tblVehicleTrips	SU_TR	5.95	3.20
tblVehicleTrips	SU_TR	72.16	57.65
tblVehicleTrips	SU_TR	25.24	6.39
tblVehicleTrips	WD_TR	6.59	5.83
tblVehicleTrips	WD_TR	6.65	4.13
tblVehicleTrips	WD_TR	11.03	6.41
tblVehicleTrips	WD_TR	127.15	65.80
tblVehicleTrips	WD_TR	8.17	3.84
tblVehicleTrips	WD_TR	89.95	62.64
tblVehicleTrips	WD_TR	42.70	9.43
tblWoodstoves	NumberCatalytic	1.25	0.00
tblWoodstoves	NumberCatalytic	48.75	0.00
tblWoodstoves	NumberNoncatalytic	1.25	0.00
tblWoodstoves	NumberNoncatalytic	48.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2561	46.4415	31.4494	0.0636	18.2032	2.0456	20.2488	9.9670	1.8820	11.8490	0.0000	6,163.416 6	6,163.416 6	1.9475	0.0000	6,212.103 9
2022	4.5441	38.8811	40.8776	0.1240	8.8255	1.6361	10.4616	3.6369	1.5052	5.1421	0.0000	12,493.44 03	12,493.44 03	1.9485	0.0000	12,518.57 07
2023	4.1534	25.7658	38.7457	0.1206	7.0088	0.7592	7.7679	1.8799	0.7136	2.5935	0.0000	12,150.48 90	12,150.48 90	0.9589	0.0000	12,174.46 15
2024	237.0219	9.5478	14.9642	0.0239	1.2171	0.4694	1.2875	0.3229	0.4319	0.4621	0.0000	2,313.180 8	2,313.180 8	0.7166	0.0000	2,331.095 6
Maximum	237.0219	46.4415	40.8776	0.1240	18.2032	2.0456	20.2488	9.9670	1.8820	11.8490	0.0000	12,493.44 03	12,493.44 03	1.9485	0.0000	12,518.57 07

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

2.1 Overall Construction (Maximum Daily Emission)

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					
2021	4.2561	46.4415	31.4494	0.0636	18.2032	2.0456	20.2488	9.9670	1.8820	11.8490	0.0000	6,163.4166	6,163.4166	1.9475	0.0000	6,212.1039
2022	4.5441	38.8811	40.8776	0.1240	8.8255	1.6361	10.4616	3.6369	1.5052	5.1421	0.0000	12,493.4403	12,493.4403	1.9485	0.0000	12,518.5707
2023	4.1534	25.7658	38.7457	0.1206	7.0088	0.7592	7.7679	1.8799	0.7136	2.5935	0.0000	12,150.4890	12,150.4890	0.9589	0.0000	12,174.4615
2024	237.0219	9.5478	14.9642	0.0239	1.2171	0.4694	1.2875	0.3229	0.4319	0.4621	0.0000	2,313.1808	2,313.1808	0.7166	0.0000	2,331.0955
Maximum	237.0219	46.4415	40.8776	0.1240	18.2032	2.0456	20.2488	9.9670	1.8820	11.8490	0.0000	12,493.4403	12,493.4403	1.9485	0.0000	12,518.5707

[illegible]

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

2.2 Overall Operational**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.59 50	18,148.59 50	0.4874	0.3300	18,259.11 92
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.983 2	8,355.983 2	0.1602	0.1532	8,405.638 7
Mobile	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.60 34	50,306.60 34	2.1807		50,361.12 08
Total	41.1168	67.2262	207.5497	0.6278	45.9592	2.4626	48.4217	12.2950	2.4385	14.7336	0.0000	76,811.18 16	76,811.18 16	2.8282	0.4832	77,025.87 86

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	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.59 50	18,148.59 50	0.4874	0.3300	18,259.11 92
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.983 2	8,355.983 2	0.1602	0.1532	8,405.638 7
Mobile	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.60 34	50,306.60 34	2.1807		50,361.12 08
Total	41.1168	67.2262	207.5497	0.6278	45.9592	2.4626	48.4217	12.2950	2.4385	14.7336	0.0000	76,811.18 16	76,811.18 16	2.8282	0.4832	77,025.87 86

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	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	9/1/2021	10/12/2021	5	30	
2	Site Preparation	Site Preparation	10/13/2021	11/9/2021	5	20	
3	Grading	Grading	11/10/2021	1/11/2022	5	45	
4	Building Construction	Building Construction	1/12/2022	12/12/2023	5	500	
5	Paving	Paving	12/13/2023	1/30/2024	5	35	
6	Architectural Coating	Architectural Coating	1/31/2024	3/19/2024	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	458.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	801.00	143.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 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					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411		3,747.9449	3,747.9449	1.0549		3,774.3174
Total	3.1651	31.4407	21.5650	0.0388	3.3074	1.5513	4.8588	0.5008	1.4411	1.9419		3,747.9449	3,747.9449	1.0549		3,774.3174

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.2 Demolition - 2021**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	0.1273	4.0952	0.9602	0.0119	0.2669	0.0126	0.2795	0.0732	0.0120	0.0852		1,292.241 3	1,292.241 3	0.0877		1,294.433 7
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	0.0487	0.0313	0.4282	1.1800e-003	0.1141	9.5000e-004	0.1151	0.0303	8.8000e-004	0.0311		117.2799	117.2799	3.5200e-003		117.3678
Total	0.1760	4.1265	1.3884	0.0131	0.3810	0.0135	0.3946	0.1034	0.0129	0.1163		1,409.521 2	1,409.521 2	0.0912		1,411.801 5

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					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411	0.0000	3,747.944 9	3,747.944 9	1.0549		3,774.317 4
Total	3.1651	31.4407	21.5650	0.0388	3.3074	1.5513	4.8588	0.5008	1.4411	1.9419	0.0000	3,747.944 9	3,747.944 9	1.0549		3,774.317 4

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.2 Demolition - 2021**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	0.1273	4.0952	0.9602	0.0119	0.2669	0.0126	0.2795	0.0732	0.0120	0.0852		1,292.241 3	1,292.241 3	0.0877		1,294.433 7
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	0.0487	0.0313	0.4282	1.1800e-003	0.1141	9.5000e-004	0.1151	0.0303	8.8000e-004	0.0311		117.2799	117.2799	3.5200e-003		117.3678
Total	0.1760	4.1265	1.3884	0.0131	0.3810	0.0135	0.3946	0.1034	0.0129	0.1163		1,409.521 2	1,409.521 2	0.0912		1,411.801 5

3.3 Site Preparation - 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					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.656 9	3,685.656 9	1.1920		3,715.457 3
Total	3.8882	40.4971	21.1543	0.0380	18.0663	2.0445	20.1107	9.9307	1.8809	11.8116		3,685.656 9	3,685.656 9	1.1920		3,715.457 3

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.3 Site Preparation - 2021**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	0.0584	0.0375	0.5139	1.4100e-003	0.1369	1.1400e-003	0.1381	0.0363	1.0500e-003	0.0374		140.7359	140.7359	4.2200e-003		140.8414
Total	0.0584	0.0375	0.5139	1.4100e-003	0.1369	1.1400e-003	0.1381	0.0363	1.0500e-003	0.0374		140.7359	140.7359	4.2200e-003		140.8414

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					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573
Total	3.8882	40.4971	21.1543	0.0380	18.0663	2.0445	20.1107	9.9307	1.8809	11.8116	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.3 Site Preparation - 2021**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	0.0584	0.0375	0.5139	1.4100e-003	0.1369	1.1400e-003	0.1381	0.0363	1.0500e-003	0.0374		140.7359	140.7359	4.2200e-003		140.8414
Total	0.0584	0.0375	0.5139	1.4100e-003	0.1369	1.1400e-003	0.1381	0.0363	1.0500e-003	0.0374		140.7359	140.7359	4.2200e-003		140.8414

3.4 Grading - 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					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265		6,007.0434	6,007.0434	1.9428		6,055,6134
Total	4.1912	46.3998	30.8785	0.0620	8.6733	1.9853	10.6587	3.5965	1.8265	5.4230		6,007.0434	6,007.0434	1.9428		6,055,6134

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.4 Grading - 2021**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	0.0649	0.0417	0.5710	1.5700e-003	0.1521	1.2700e-003	0.1534	0.0404	1.1700e-003	0.0415		156.3732	156.3732	4.6900e-003		156.4904
Total	0.0649	0.0417	0.5710	1.5700e-003	0.1521	1.2700e-003	0.1534	0.0404	1.1700e-003	0.0415		156.3732	156.3732	4.6900e-003		156.4904

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					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265	0.0000	6,007.0434	6,007.0434	1.9428		6,055,6134
Total	4.1912	46.3998	30.8785	0.0620	8.6733	1.9853	10.6587	3.5965	1.8265	5.4230	0.0000	6,007.0434	6,007.0434	1.9428		6,055,6134

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.4 Grading - 2021**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	0.0649	0.0417	0.5710	1.5700e-003	0.1521	1.2700e-003	0.1534	0.0404	1.1700e-003	0.0415		156.3732	156.3732	4.6900e-003		156.4904
Total	0.0649	0.0417	0.5710	1.5700e-003	0.1521	1.2700e-003	0.1534	0.0404	1.1700e-003	0.0415		156.3732	156.3732	4.6900e-003		156.4904

3.4 Grading - 2022**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.4105	6,011.4105	1.9442		6,060.0158
Total	3.6248	38.8435	29.0415	0.0621	8.6733	1.6349	10.3082	3.5965	1.5041	5.1006		6,011.4105	6,011.4105	1.9442		6,060.0158

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.4 Grading - 2022**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	0.0607	0.0376	0.5263	1.5100e-003	0.1521	1.2300e-003	0.1534	0.0404	1.1300e-003	0.0415		150.8754	150.8754	4.2400e-003		150.9813
Total	0.0607	0.0376	0.5263	1.5100e-003	0.1521	1.2300e-003	0.1534	0.0404	1.1300e-003	0.0415		150.8754	150.8754	4.2400e-003		150.9813

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					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158
Total	3.6248	38.8435	29.0415	0.0621	8.6733	1.6349	10.3082	3.5965	1.5041	5.1006	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.4 Grading - 2022**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	0.0607	0.0376	0.5263	1.5100e-003	0.1521	1.2300e-003	0.1534	0.0404	1.1300e-003	0.0415		150.8754	150.8754	4.2400e-003		150.9813
Total	0.0607	0.0376	0.5263	1.5100e-003	0.1521	1.2300e-003	0.1534	0.0404	1.1300e-003	0.0415		150.8754	150.8754	4.2400e-003		150.9813

3.5 Building Construction - 2022**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.5 Building Construction - 2022**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	0.4079	13.2032	3.4341	0.0364	0.9155	0.0248	0.9404	0.2636	0.0237	0.2873		3,896.548 2	3,896.548 2	0.2236		3,902.138 4
Worker	2.4299	1.5074	21.0801	0.0607	6.0932	0.0493	6.1425	1.6163	0.0454	1.6617		6,042.558 5	6,042.558 5	0.1697		6,046.800 0
Total	2.8378	14.7106	24.5142	0.0971	7.0087	0.0741	7.0828	1.8799	0.0691	1.9490		9,939.106 7	9,939.106 7	0.3933		9,948.938 4

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.333 6	2,554.333 6	0.6120		2,569.632 2
Total	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.333 6	2,554.333 6	0.6120		2,569.632 2

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.5 Building Construction - 2022**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	0.4079	13.2032	3.4341	0.0364	0.9155	0.0248	0.9404	0.2636	0.0237	0.2873		3,896.548 2	3,896.548 2	0.2236		3,902.138 4
Worker	2.4299	1.5074	21.0801	0.0607	6.0932	0.0493	6.1425	1.6163	0.0454	1.6617		6,042.558 5	6,042.558 5	0.1697		6,046.800 0
Total	2.8378	14.7106	24.5142	0.0971	7.0087	0.0741	7.0828	1.8799	0.0691	1.9490		9,939.106 7	9,939.106 7	0.3933		9,948.938 4

3.5 Building Construction - 2023**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.209 9	2,555.209 9	0.6079		2,570.406 1
Total	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.209 9	2,555.209 9	0.6079		2,570.406 1

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.5 Building Construction - 2023**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	0.3027	10.0181	3.1014	0.0352	0.9156	0.0116	0.9271	0.2636	0.0111	0.2747		3,773.876 2	3,773.876 2	0.1982		3,778.830 0
Worker	2.2780	1.3628	19.4002	0.0584	6.0932	0.0479	6.1411	1.6163	0.0441	1.6604		5,821.402 8	5,821.402 8	0.1529		5,825.225 4
Total	2.5807	11.3809	22.5017	0.0936	7.0088	0.0595	7.0682	1.8799	0.0552	1.9350		9,595.279 0	9,595.279 0	0.3511		9,604.055 4

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.209 9	2,555.209 9	0.6079		2,570.406 1
Total	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.209 9	2,555.209 9	0.6079		2,570.406 1

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.5 Building Construction - 2023**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	0.3027	10.0181	3.1014	0.0352	0.9156	0.0116	0.9271	0.2636	0.0111	0.2747		3,773.876 2	3,773.876 2	0.1982		3,778.830 0
Worker	2.2780	1.3628	19.4002	0.0584	6.0932	0.0479	6.1411	1.6163	0.0441	1.6604		5,821.402 8	5,821.402 8	0.1529		5,825.225 4
Total	2.5807	11.3809	22.5017	0.0936	7.0088	0.0595	7.0682	1.8799	0.0552	1.9350		9,595.279 0	9,595.279 0	0.3511		9,604.055 4

3.6 Paving - 2023**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.584 1	2,207.584 1	0.7140		2,225.433 6
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.584 1	2,207.584 1	0.7140		2,225.433 6

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.6 Paving - 2023**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	0.0427	0.0255	0.3633	1.0900e-003	0.1141	9.0000e-004	0.1150	0.0303	8.3000e-004	0.0311		109.0150	109.0150	2.8600e-003		109.0866
Total	0.0427	0.0255	0.3633	1.0900e-003	0.1141	9.0000e-004	0.1150	0.0303	8.3000e-004	0.0311		109.0150	109.0150	2.8600e-003		109.0866

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.6 Paving - 2023**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	0.0427	0.0255	0.3633	1.0900e-003	0.1141	9.0000e-004	0.1150	0.0303	8.3000e-004	0.0311		109.0150	109.0150	2.8600e-003		109.0866
Total	0.0427	0.0255	0.3633	1.0900e-003	0.1141	9.0000e-004	0.1150	0.0303	8.3000e-004	0.0311		109.0150	109.0150	2.8600e-003		109.0866

3.6 Paving - 2024**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	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.547 2	2,207.547 2	0.7140		2,225.396 3
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.547 2	2,207.547 2	0.7140		2,225.396 3

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.6 Paving - 2024**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	0.0403	0.0233	0.3384	1.0600e-003	0.1141	8.8000e-004	0.1150	0.0303	8.1000e-004	0.0311		105.6336	105.6336	2.6300e-003		105.6992
Total	0.0403	0.0233	0.3384	1.0600e-003	0.1141	8.8000e-004	0.1150	0.0303	8.1000e-004	0.0311		105.6336	105.6336	2.6300e-003		105.6992

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	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.547 2	2,207.547 2	0.7140		2,225.396 3
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.547 2	2,207.547 2	0.7140		2,225.396 3

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.6 Paving - 2024**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	0.0403	0.0233	0.3384	1.0600e-003	0.1141	8.8000e-004	0.1150	0.0303	8.1000e-004	0.0311		105.6336	105.6336	2.6300e-003		105.6992
Total	0.0403	0.0233	0.3384	1.0600e-003	0.1141	8.8000e-004	0.1150	0.0303	8.1000e-004	0.0311		105.6336	105.6336	2.6300e-003		105.6992

3.7 Architectural Coating - 2024**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	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	236.5923	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.7 Architectural Coating - 2024**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	0.4296	0.2481	3.6098	0.0113	1.2171	9.4300e-003	1.2266	0.3229	8.6800e-003	0.3315		1,126.7583	1,126.7583	0.0280		1,127.4583
Total	0.4296	0.2481	3.6098	0.0113	1.2171	9.4300e-003	1.2266	0.3229	8.6800e-003	0.3315		1,126.7583	1,126.7583	0.0280		1,127.4583

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	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	236.5923	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.7 Architectural Coating - 2024**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	0.4296	0.2481	3.6098	0.0113	1.2171	9.4300e-003	1.2266	0.3229	8.6800e-003	0.3315		1,126.7583	1,126.7583	0.0280		1,127.4583
Total	0.4296	0.2481	3.6098	0.0113	1.2171	9.4300e-003	1.2266	0.3229	8.6800e-003	0.3315		1,126.7583	1,126.7583	0.0280		1,127.4583

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

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.60 34	50,306.60 34	2.1807		50,361.12 08
Unmitigated	9.8489	45.4304	114.8495	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.60 34	50,306.60 34	2.1807		50,361.12 08

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4075.50	13,660,065	13,660,065
General Office Building	288.45	62.55	31.05	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.80	2,873.52	2817.72	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
Total	8,050.95	8,164.43	8,057.31	20,552,452	20,552,452

4.3 Trip Type Information

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Apartments Mid Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
General Office Building	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
High Turnover (Sit Down Restaurant)	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Hotel	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Quality Restaurant	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Regional Shopping Center	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.983 2	8,355.983 2	0.1602	0.1532	8,405.638 7
NaturalGas Unmitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.983 2	8,355.983 2	0.1602	0.1532	8,405.638 7

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

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

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1119.16	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35784.3	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1283.42	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22759.9	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4769.72	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5057.75	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	251.616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		0.7660	6.7463	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

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

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1.11916	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35.7843	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1.28342	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22.7599	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4.76972	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5.05775	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	0.251616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		0.7660	6.7463	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387

6.0 Area Detail**6.1 Mitigation Measures Area**

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Unmitigated	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192

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	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

6.2 Area by SubCategory**Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192

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
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10.0 Stationary Equipment

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

Fire Pumps and Emergency Generators

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

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

Equipment Type	Number
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11.0 Vegetation

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

Village South Specific Plan (Proposed)

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	45.00	1000sqft	1.03	45,000.00	0
High Turnover (Sit Down Restaurant)	36.00	1000sqft	0.83	36,000.00	0
Hotel	50.00	Room	1.67	72,600.00	0
Quality Restaurant	8.00	1000sqft	0.18	8,000.00	0
Apartments Low Rise	25.00	Dwelling Unit	1.56	25,000.00	72
Apartments Mid Rise	975.00	Dwelling Unit	25.66	975,000.00	2789
Regional Shopping Center	56.00	1000sqft	1.29	56,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	9			Operational Year	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	702.44	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

Project Characteristics - Consistent with the DEIR's model.

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition.

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Trips and VMT - Local hire provision

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	1.25	0.00
tblFireplaces	NumberWood	48.75	0.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblVehicleTrips	ST_TR	7.16	6.17
tblVehicleTrips	ST_TR	6.39	3.87
tblVehicleTrips	ST_TR	2.46	1.39
tblVehicleTrips	ST_TR	158.37	79.82

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

tblVehicleTrips	ST_TR	8.19	3.75
tblVehicleTrips	ST_TR	94.36	63.99
tblVehicleTrips	ST_TR	49.97	10.74
tblVehicleTrips	SU_TR	6.07	6.16
tblVehicleTrips	SU_TR	5.86	4.18
tblVehicleTrips	SU_TR	1.05	0.69
tblVehicleTrips	SU_TR	131.84	78.27
tblVehicleTrips	SU_TR	5.95	3.20
tblVehicleTrips	SU_TR	72.16	57.65
tblVehicleTrips	SU_TR	25.24	6.39
tblVehicleTrips	WD_TR	6.59	5.83
tblVehicleTrips	WD_TR	6.65	4.13
tblVehicleTrips	WD_TR	11.03	6.41
tblVehicleTrips	WD_TR	127.15	65.80
tblVehicleTrips	WD_TR	8.17	3.84
tblVehicleTrips	WD_TR	89.95	62.64
tblVehicleTrips	WD_TR	42.70	9.43
tblWoodstoves	NumberCatalytic	1.25	0.00
tblWoodstoves	NumberCatalytic	48.75	0.00
tblWoodstoves	NumberNoncatalytic	1.25	0.00
tblWoodstoves	NumberNoncatalytic	48.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2621	46.4460	31.4068	0.0635	18.2032	2.0456	20.2488	9.9670	1.8820	11.8490	0.0000	6,154.3377	6,154.3377	1.9472	0.0000	6,203.0186
2022	4.7966	38.8851	39.6338	0.1195	8.8255	1.6361	10.4616	3.6369	1.5052	5.1421	0.0000	12,035.3440	12,035.3440	1.9482	0.0000	12,060.6013
2023	4.3939	25.8648	37.5031	0.1162	7.0088	0.7598	7.7685	1.8799	0.7142	2.5940	0.0000	11,710.4080	11,710.4080	0.9617	0.0000	11,734.4497
2024	237.0656	9.5503	14.9372	0.0238	1.2171	0.4694	1.2875	0.3229	0.4319	0.4621	0.0000	2,307.0517	2,307.0517	0.7164	0.0000	2,324.9627
Maximum	237.0656	46.4460	39.6338	0.1195	18.2032	2.0456	20.2488	9.9670	1.8820	11.8490	0.0000	12,035.3440	12,035.3440	1.9482	0.0000	12,060.6013

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

2.1 Overall Construction (Maximum Daily Emission)

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					
2021	4.2621	46.4460	31.4068	0.0635	18.2032	2.0456	20.2488	9.9670	1.8820	11.8490	0.0000	6,154.3377	6,154.3377	1.9472	0.0000	6,203.0186
2022	4.7966	38.8851	39.6338	0.1195	8.8255	1.6361	10.4616	3.6369	1.5052	5.1421	0.0000	12,035.3440	12,035.3440	1.9482	0.0000	12,060.6013
2023	4.3939	25.8648	37.5031	0.1162	7.0088	0.7598	7.7685	1.8799	0.7142	2.5940	0.0000	11,710.4080	11,710.4080	0.9617	0.0000	11,734.4497
2024	237.0656	9.5503	14.9372	0.0238	1.2171	0.4694	1.2875	0.3229	0.4319	0.4621	0.0000	2,307.0517	2,307.0517	0.7164	0.0000	2,324.9627
Maximum	237.0656	46.4460	39.6338	0.1195	18.2032	2.0456	20.2488	9.9670	1.8820	11.8490	0.0000	12,035.3440	12,035.3440	1.9482	0.0000	12,060.6013

[illegible]

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

2.2 Overall Operational**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.59 50	18,148.59 50	0.4874	0.3300	18,259.11 92
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.983 2	8,355.983 2	0.1602	0.1532	8,405.638 7
Mobile	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.80 05	47,917.80 05	2.1953		47,972.68 39
Total	40.7912	67.7872	202.7424	0.6043	45.9592	2.4640	48.4231	12.2950	2.4399	14.7349	0.0000	74,422.37 87	74,422.37 87	2.8429	0.4832	74,637.44 17

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	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.59 50	18,148.59 50	0.4874	0.3300	18,259.11 92
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.983 2	8,355.983 2	0.1602	0.1532	8,405.638 7
Mobile	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.80 05	47,917.80 05	2.1953		47,972.68 39
Total	40.7912	67.7872	202.7424	0.6043	45.9592	2.4640	48.4231	12.2950	2.4399	14.7349	0.0000	74,422.37 87	74,422.37 87	2.8429	0.4832	74,637.44 17

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	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	9/1/2021	10/12/2021	5	30	
2	Site Preparation	Site Preparation	10/13/2021	11/9/2021	5	20	
3	Grading	Grading	11/10/2021	1/11/2022	5	45	
4	Building Construction	Building Construction	1/12/2022	12/12/2023	5	500	
5	Paving	Paving	12/13/2023	1/30/2024	5	35	
6	Architectural Coating	Architectural Coating	1/31/2024	3/19/2024	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	458.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	801.00	143.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 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					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411		3,747.9449	3,747.9449	1.0549		3,774.3174
Total	3.1651	31.4407	21.5650	0.0388	3.3074	1.5513	4.8588	0.5008	1.4411	1.9419		3,747.9449	3,747.9449	1.0549		3,774.3174

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.2 Demolition - 2021**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	0.1304	4.1454	1.0182	0.0117	0.2669	0.0128	0.2797	0.0732	0.0122	0.0854		1,269.8555	1,269.8555	0.0908		1,272.1252
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	0.0532	0.0346	0.3963	1.1100e-003	0.1141	9.5000e-004	0.1151	0.0303	8.8000e-004	0.0311		110.4707	110.4707	3.3300e-003		110.5539
Total	0.1835	4.1800	1.4144	0.0128	0.3810	0.0137	0.3948	0.1034	0.0131	0.1165		1,380.3262	1,380.3262	0.0941		1,382.6791

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					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174
Total	3.1651	31.4407	21.5650	0.0388	3.3074	1.5513	4.8588	0.5008	1.4411	1.9419	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.2 Demolition - 2021**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	0.1304	4.1454	1.0182	0.0117	0.2669	0.0128	0.2797	0.0732	0.0122	0.0854		1,269.855 5	1,269.855 5	0.0908		1,272.125 2
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	0.0532	0.0346	0.3963	1.1100e-003	0.1141	9.5000e-004	0.1151	0.0303	8.8000e-004	0.0311		110.4707	110.4707	3.3300e-003		110.5539
Total	0.1835	4.1800	1.4144	0.0128	0.3810	0.0137	0.3948	0.1034	0.0131	0.1165		1,380.326 2	1,380.326 2	0.0941		1,382.679 1

3.3 Site Preparation - 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					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.656 9	3,685.656 9	1.1920		3,715.457 3
Total	3.8882	40.4971	21.1543	0.0380	18.0663	2.0445	20.1107	9.9307	1.8809	11.8116		3,685.656 9	3,685.656 9	1.1920		3,715.457 3

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.3 Site Preparation - 2021**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	0.0638	0.0415	0.4755	1.3300e-003	0.1369	1.1400e-003	0.1381	0.0363	1.0500e-003	0.0374		132.5649	132.5649	3.9900e-003		132.6646
Total	0.0638	0.0415	0.4755	1.3300e-003	0.1369	1.1400e-003	0.1381	0.0363	1.0500e-003	0.0374		132.5649	132.5649	3.9900e-003		132.6646

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					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573
Total	3.8882	40.4971	21.1543	0.0380	18.0663	2.0445	20.1107	9.9307	1.8809	11.8116	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.3 Site Preparation - 2021**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	0.0638	0.0415	0.4755	1.3300e-003	0.1369	1.1400e-003	0.1381	0.0363	1.0500e-003	0.0374		132.5649	132.5649	3.9900e-003		132.6646
Total	0.0638	0.0415	0.4755	1.3300e-003	0.1369	1.1400e-003	0.1381	0.0363	1.0500e-003	0.0374		132.5649	132.5649	3.9900e-003		132.6646

3.4 Grading - 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					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265		6,007.0434	6,007.0434	1.9428		6,055,6134
Total	4.1912	46.3998	30.8785	0.0620	8.6733	1.9853	10.6587	3.5965	1.8265	5.4230		6,007.0434	6,007.0434	1.9428		6,055,6134

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.4 Grading - 2021**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	0.0709	0.0462	0.5284	1.4800e-003	0.1521	1.2700e-003	0.1534	0.0404	1.1700e-003	0.0415		147.2943	147.2943	4.4300e-003		147.4051
Total	0.0709	0.0462	0.5284	1.4800e-003	0.1521	1.2700e-003	0.1534	0.0404	1.1700e-003	0.0415		147.2943	147.2943	4.4300e-003		147.4051

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					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265	0.0000	6,007.0434	6,007.0434	1.9428		6,055,6134
Total	4.1912	46.3998	30.8785	0.0620	8.6733	1.9853	10.6587	3.5965	1.8265	5.4230	0.0000	6,007.0434	6,007.0434	1.9428		6,055,6134

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.4 Grading - 2021**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	0.0709	0.0462	0.5284	1.4800e-003	0.1521	1.2700e-003	0.1534	0.0404	1.1700e-003	0.0415		147.2943	147.2943	4.4300e-003		147.4051
Total	0.0709	0.0462	0.5284	1.4800e-003	0.1521	1.2700e-003	0.1534	0.0404	1.1700e-003	0.0415		147.2943	147.2943	4.4300e-003		147.4051

3.4 Grading - 2022**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.4105	6,011.4105	1.9442		6,060.0158
Total	3.6248	38.8435	29.0415	0.0621	8.6733	1.6349	10.3082	3.5965	1.5041	5.1006		6,011.4105	6,011.4105	1.9442		6,060.0158

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.4 Grading - 2022**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	0.0665	0.0416	0.4861	1.4300e-003	0.1521	1.2300e-003	0.1534	0.0404	1.1300e-003	0.0415		142.1207	142.1207	4.0000e-003		142.2207
Total	0.0665	0.0416	0.4861	1.4300e-003	0.1521	1.2300e-003	0.1534	0.0404	1.1300e-003	0.0415		142.1207	142.1207	4.0000e-003		142.2207

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					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158
Total	3.6248	38.8435	29.0415	0.0621	8.6733	1.6349	10.3082	3.5965	1.5041	5.1006	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.4 Grading - 2022**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	0.0665	0.0416	0.4861	1.4300e-003	0.1521	1.2300e-003	0.1534	0.0404	1.1300e-003	0.0415		142.1207	142.1207	4.0000e-003		142.2207
Total	0.0665	0.0416	0.4861	1.4300e-003	0.1521	1.2300e-003	0.1534	0.0404	1.1300e-003	0.0415		142.1207	142.1207	4.0000e-003		142.2207

3.5 Building Construction - 2022**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.5 Building Construction - 2022**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	0.4284	13.1673	3.8005	0.0354	0.9155	0.0256	0.9412	0.2636	0.0245	0.2881		3,789.075 0	3,789.075 0	0.2381		3,795.028 3
Worker	2.6620	1.6677	19.4699	0.0571	6.0932	0.0493	6.1425	1.6163	0.0454	1.6617		5,691.935 4	5,691.935 4	0.1602		5,695.940 8
Total	3.0904	14.8350	23.2704	0.0926	7.0087	0.0749	7.0836	1.8799	0.0699	1.9498		9,481.010 4	9,481.010 4	0.3984		9,490.969 1

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.333 6	2,554.333 6	0.6120		2,569.632 2
Total	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.333 6	2,554.333 6	0.6120		2,569.632 2

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.5 Building Construction - 2022**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	0.4284	13.1673	3.8005	0.0354	0.9155	0.0256	0.9412	0.2636	0.0245	0.2881		3,789.075 0	3,789.075 0	0.2381		3,795.028 3
Worker	2.6620	1.6677	19.4699	0.0571	6.0932	0.0493	6.1425	1.6163	0.0454	1.6617		5,691.935 4	5,691.935 4	0.1602		5,695.940 8
Total	3.0904	14.8350	23.2704	0.0926	7.0087	0.0749	7.0836	1.8799	0.0699	1.9498		9,481.010 4	9,481.010 4	0.3984		9,490.969 1

3.5 Building Construction - 2023**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.209 9	2,555.209 9	0.6079		2,570.406 1
Total	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584		2,555.209 9	2,555.209 9	0.6079		2,570.406 1

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.5 Building Construction - 2023**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	0.3183	9.9726	3.3771	0.0343	0.9156	0.0122	0.9277	0.2636	0.0116	0.2752		3,671.4007	3,671.4007	0.2096		3,676.6417
Worker	2.5029	1.5073	17.8820	0.0550	6.0932	0.0479	6.1411	1.6163	0.0441	1.6604		5,483.7974	5,483.7974	0.1442		5,487.4020
Total	2.8211	11.4799	21.2591	0.0893	7.0088	0.0601	7.0688	1.8799	0.0557	1.9356		9,155.1981	9,155.1981	0.3538		9,164.0437

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	1.5728	14.3849	16.2440	0.0269		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.5 Building Construction - 2023**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	0.3183	9.9726	3.3771	0.0343	0.9156	0.0122	0.9277	0.2636	0.0116	0.2752		3,671.4007	3,671.4007	0.2096		3,676.6417
Worker	2.5029	1.5073	17.8820	0.0550	6.0932	0.0479	6.1411	1.6163	0.0441	1.6604		5,483.7974	5,483.7974	0.1442		5,487.4020
Total	2.8211	11.4799	21.2591	0.0893	7.0088	0.0601	7.0688	1.8799	0.0557	1.9356		9,155.1981	9,155.1981	0.3538		9,164.0437

3.6 Paving - 2023**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.5841	2,207.5841	0.7140		2,225.4336

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.6 Paving - 2023**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	0.0469	0.0282	0.3349	1.0300e-003	0.1141	9.0000e-004	0.1150	0.0303	8.3000e-004	0.0311		102.6928	102.6928	2.7000e-003		102.7603
Total	0.0469	0.0282	0.3349	1.0300e-003	0.1141	9.0000e-004	0.1150	0.0303	8.3000e-004	0.0311		102.6928	102.6928	2.7000e-003		102.7603

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.6 Paving - 2023**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	0.0469	0.0282	0.3349	1.0300e-003	0.1141	9.0000e-004	0.1150	0.0303	8.3000e-004	0.0311		102.6928	102.6928	2.7000e-003		102.7603
Total	0.0469	0.0282	0.3349	1.0300e-003	0.1141	9.0000e-004	0.1150	0.0303	8.3000e-004	0.0311		102.6928	102.6928	2.7000e-003		102.7603

3.6 Paving - 2024**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	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.547 2	2,207.547 2	0.7140		2,225.396 3
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310		2,207.547 2	2,207.547 2	0.7140		2,225.396 3

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.6 Paving - 2024**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	0.0444	0.0257	0.3114	1.0000e-003	0.1141	8.8000e-004	0.1150	0.0303	8.1000e-004	0.0311		99.5045	99.5045	2.4700e-003		99.5663
Total	0.0444	0.0257	0.3114	1.0000e-003	0.1141	8.8000e-004	0.1150	0.0303	8.1000e-004	0.0311		99.5045	99.5045	2.4700e-003		99.5663

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	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.5472	2,207.5472	0.7140		2,225.3963
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.9882	9.5246	14.6258	0.0228		0.4685	0.4685		0.4310	0.4310	0.0000	2,207.5472	2,207.5472	0.7140		2,225.3963

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.6 Paving - 2024**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	0.0444	0.0257	0.3114	1.0000e-003	0.1141	8.8000e-004	0.1150	0.0303	8.1000e-004	0.0311		99.5045	99.5045	2.4700e-003		99.5663
Total	0.0444	0.0257	0.3114	1.0000e-003	0.1141	8.8000e-004	0.1150	0.0303	8.1000e-004	0.0311		99.5045	99.5045	2.4700e-003		99.5663

3.7 Architectural Coating - 2024**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	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	236.5923	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.7 Architectural Coating - 2024**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	0.4734	0.2743	3.3220	0.0107	1.2171	9.4300e-003	1.2266	0.3229	8.6800e-003	0.3315		1,061.3818	1,061.3818	0.0264		1,062.0410
Total	0.4734	0.2743	3.3220	0.0107	1.2171	9.4300e-003	1.2266	0.3229	8.6800e-003	0.3315		1,061.3818	1,061.3818	0.0264		1,062.0410

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	236.4115					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	236.5923	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.7 Architectural Coating - 2024**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	0.4734	0.2743	3.3220	0.0107	1.2171	9.4300e-003	1.2266	0.3229	8.6800e-003	0.3315		1,061.3818	1,061.3818	0.0264		1,062.0410
Total	0.4734	0.2743	3.3220	0.0107	1.2171	9.4300e-003	1.2266	0.3229	8.6800e-003	0.3315		1,061.3818	1,061.3818	0.0264		1,062.0410

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

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839
Unmitigated	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4,075.50	13,660,065	13,660,065
General Office Building	288.45	62.55	31.05	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.80	2,873.52	2,817.72	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
Total	8,050.95	8,164.43	8,057.31	20,552,452	20,552,452

4.3 Trip Type Information

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Apartments Mid Rise	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
General Office Building	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
High Turnover (Sit Down Restaurant)	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Hotel	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Quality Restaurant	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821
Regional Shopping Center	0.543088	0.044216	0.209971	0.116369	0.014033	0.006332	0.021166	0.033577	0.002613	0.001817	0.005285	0.000712	0.000821

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.983 2	8,355.983 2	0.1602	0.1532	8,405.638 7
NaturalGas Unmitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.983 2	8,355.983 2	0.1602	0.1532	8,405.638 7

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

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

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1119.16	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35784.3	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1283.42	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22759.9	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4769.72	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5057.75	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	251.616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		0.7660	6.7463	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

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

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	1.11916	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4486
Apartments Mid Rise	35.7843	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.9164	4,209.9164	0.0807	0.0772	4,234.9339
General Office Building	1.28342	0.0138	0.1258	0.1057	7.5000e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.8884
High Turnover (Sit Down Restaurant)	22.7599	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.6342	2,677.6342	0.0513	0.0491	2,693.5460
Hotel	4.76972	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5.05775	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5658
Regional Shopping Center	0.251616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7778
Total		0.7660	6.7463	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387

6.0 Area Detail**6.1 Mitigation Measures Area**

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Unmitigated	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192

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	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

6.2 Area by SubCategory**Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192

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
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10.0 Stationary Equipment

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

Fire Pumps and Emergency Generators

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

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

Equipment Type	Number
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11.0 Vegetation

Attachment C

Local Hire Provision Net Change	
Without Local Hire Provision	
Total Construction GHG Emissions (MT CO2e)	3,623
Amortized (MT CO2e/year)	120.77
With Local Hire Provision	
Total Construction GHG Emissions (MT CO2e)	3,024
Amortized (MT CO2e/year)	100.80
% Decrease in Construction-related GHG Emissions	17%

EXHIBIT B



Paul Rosenfeld, Ph.D.

Principal Environmental Chemist

Chemical Fate and Transport & Air Dispersion Modeling

Risk Assessment & Remediation Specialist

Education

Ph.D. Soil Chemistry, University of Washington, 1999. Dissertation on volatile organic compound filtration.

M.S. Environmental Science, U.C. Berkeley, 1995. Thesis on organic waste economics.

B.A. Environmental Studies, U.C. Santa Barbara, 1991. Thesis on wastewater treatment.

Professional Experience

Dr. Rosenfeld has over 25 years' experience conducting environmental investigations and risk assessments for evaluating impacts to human health, property, and ecological receptors. His expertise focuses on the fate and transport of environmental contaminants, human health risk, exposure assessment, and ecological restoration. Dr. Rosenfeld has evaluated and modeled emissions from unconventional oil drilling operations, oil spills, landfills, boilers and incinerators, process stacks, storage tanks, confined animal feeding operations, and many other industrial and agricultural sources. His project experience ranges from monitoring and modeling of pollution sources to evaluating impacts of pollution on workers at industrial facilities and residents in surrounding communities.

Dr. Rosenfeld has investigated and designed remediation programs and risk assessments for contaminated sites containing lead, heavy metals, mold, bacteria, particulate matter, petroleum hydrocarbons, chlorinated solvents, pesticides, radioactive waste, dioxins and furans, semi- and volatile organic compounds, PCBs, PAHs, perchlorate, asbestos, per- and poly-fluoroalkyl substances (PFOA/PFOS), unusual polymers, fuel oxygenates (MTBE), among other pollutants. Dr. Rosenfeld also has experience evaluating greenhouse gas emissions from various projects and is an expert on the assessment of odors from industrial and agricultural sites, as well as the evaluation of odor nuisance impacts and technologies for abatement of odorous emissions. As a principal scientist at SWAPE, Dr. Rosenfeld directs air dispersion modeling and exposure assessments. He has served as an expert witness and testified about pollution sources causing nuisance and/or personal injury at dozens of sites and has testified as an expert witness on more than ten cases involving exposure to air contaminants from industrial sources.

Professional History:

Soil Water Air Protection Enterprise (SWAPE); 2003 to present; Principal and Founding Partner
UCLA School of Public Health; 2007 to 2011; Lecturer (Assistant Researcher)
UCLA School of Public Health; 2003 to 2006; Adjunct Professor
UCLA Environmental Science and Engineering Program; 2002-2004; Doctoral Intern Coordinator
UCLA Institute of the Environment, 2001-2002; Research Associate
Komex H₂O Science, 2001 to 2003; Senior Remediation Scientist
National Groundwater Association, 2002-2004; Lecturer
San Diego State University, 1999-2001; Adjunct Professor
Anteon Corp., San Diego, 2000-2001; Remediation Project Manager
Ogden (now Amec), San Diego, 2000-2000; Remediation Project Manager
Bechtel, San Diego, California, 1999 – 2000; Risk Assessor
King County, Seattle, 1996 – 1999; Scientist
James River Corp., Washington, 1995-96; Scientist
Big Creek Lumber, Davenport, California, 1995; Scientist
Plumas Corp., California and USFS, Tahoe 1993-1995; Scientist
Peace Corps and World Wildlife Fund, St. Kitts, West Indies, 1991-1993; Scientist

Publications:

Remy, L.L., Clay T., Byers, V., **Rosenfeld P. E.** (2019) Hospital, Health, and Community Burden After Oil Refinery Fires, Richmond, California 2007 and 2012. *Environmental Health*. 18:48

Simons, R.A., Seo, Y. **Rosenfeld, P.**, (2015) Modeling the Effect of Refinery Emission On Residential Property Value. *Journal of Real Estate Research*. 27(3):321-342

Chen, J. A, Zapata A. R., Sutherland A. J., Molmen, D.R., Chow, B. S., Wu, L. E., **Rosenfeld, P. E.**, Hesse, R. C., (2012) Sulfur Dioxide and Volatile Organic Compound Exposure To A Community In Texas City Texas Evaluated Using Aermod and Empirical Data. *American Journal of Environmental Science*, 8(6), 622-632.

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Cheremisinoff, N.P., & **Rosenfeld, P.E.** (2011). *Handbook of Pollution Prevention and Cleaner Production: Best Practices in the Agrochemical Industry*, Amsterdam: Elsevier Publishing.

Gonzalez, J., Feng, L., Sutherland, A., Waller, C., Sok, H., Hesse, R., **Rosenfeld, P.** (2010). PCBs and Dioxins/Furans in Attic Dust Collected Near Former PCB Production and Secondary Copper Facilities in Sauget, IL. *Procedia Environmental Sciences*. 113–125.

Feng, L., Wu, C., Tam, L., Sutherland, A.J., Clark, J.J., **Rosenfeld, P.E.** (2010). Dioxin and Furan Blood Lipid and Attic Dust Concentrations in Populations Living Near Four Wood Treatment Facilities in the United States. *Journal of Environmental Health*. 73(6), 34-46.

Cheremisinoff, N.P., & **Rosenfeld, P.E.** (2010). *Handbook of Pollution Prevention and Cleaner Production: Best Practices in the Wood and Paper Industries*. Amsterdam: Elsevier Publishing.

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Wu, C., Tam, L., Clark, J., **Rosenfeld, P.** (2009). Dioxin and furan blood lipid concentrations in populations living near four wood treatment facilities in the United States. *WIT Transactions on Ecology and the Environment, Air Pollution*, 123 (17), 319-327.

Tam L. K., Wu C. D., Clark J. J. and **Rosenfeld, P.E.** (2008). A Statistical Analysis Of Attic Dust And Blood Lipid Concentrations Of Tetrachloro-p-Dibenzodioxin (TCDD) Toxicity Equivalency Quotients (TEQ) In Two Populations Near Wood Treatment Facilities. *Organohalogen Compounds*, 70, 002252-002255.

Tam L. K., Wu C. D., Clark J. J. and **Rosenfeld, P.E.** (2008). Methods For Collect Samples For Assessing Dioxins And Other Environmental Contaminants In Attic Dust: A Review. *Organohalogen Compounds*, 70, 000527-000530.

Hensley, A.R. A. Scott, J. J. J. Clark, **Rosenfeld, P.E.** (2007). Attic Dust and Human Blood Samples Collected near a Former Wood Treatment Facility. *Environmental Research*. 105, 194-197.

Rosenfeld, P.E., J. J. J. Clark, A. R. Hensley, M. Suffet. (2007). The Use of an Odor Wheel Classification for Evaluation of Human Health Risk Criteria for Compost Facilities. *Water Science & Technology* 55(5), 345-357.

Rosenfeld, P. E., M. Suffet. (2007). The Anatomy Of Odour Wheels For Odours Of Drinking Water, Wastewater, Compost And The Urban Environment. *Water Science & Technology* 55(5), 335-344.

Sullivan, P. J. Clark, J.J.J., Agardy, F. J., **Rosenfeld, P.E.** (2007). *Toxic Legacy, Synthetic Toxins in the Food, Water, and Air in American Cities*. Boston Massachusetts: Elsevier Publishing

Rosenfeld, P.E., and Suffet I.H. (2004). Control of Compost Odor Using High Carbon Wood Ash. *Water Science and Technology*. 49(9),171-178.

Rosenfeld P. E., J.J. Clark, I.H. (Mel) Suffet (2004). The Value of An Odor-Quality-Wheel Classification Scheme For The Urban Environment. *Water Environment Federation's Technical Exhibition and Conference (WEFTEC) 2004*. New Orleans, October 2-6, 2004.

Rosenfeld, P.E., and Suffet, I.H. (2004). Understanding Odorants Associated With Compost, Biomass Facilities, and the Land Application of Biosolids. *Water Science and Technology*. 49(9), 193-199.

Rosenfeld, P.E., and Suffet I.H. (2004). Control of Compost Odor Using High Carbon Wood Ash, *Water Science and Technology*, 49(9), 171-178.

Rosenfeld, P. E., Grey, M. A., Sellev, P. (2004). Measurement of Biosolids Odor and Odorant Emissions from Windrows, Static Pile and Biofilter. *Water Environment Research*. 76(4), 310-315.

Rosenfeld, P.E., Grey, M and Suffet, M. (2002). Compost Demonstration Project, Sacramento California Using High-Carbon Wood Ash to Control Odor at a Green Materials Composting Facility. *Integrated Waste Management Board Public Affairs Office*, Publications Clearinghouse (MS-6), Sacramento, CA Publication #442-02-008.

Rosenfeld, P.E., and C.L. Henry. (2001). Characterization of odor emissions from three different biosolids. *Water Soil and Air Pollution*. 127(1-4), 173-191.

Rosenfeld, P.E., and Henry C. L., (2000). Wood ash control of odor emissions from biosolids application. *Journal of Environmental Quality*. 29, 1662-1668.

Rosenfeld, P.E., C.L. Henry and D. Bennett. (2001). Wastewater dewatering polymer affect on biosolids odor emissions and microbial activity. *Water Environment Research*. 73(4), 363-367.

Rosenfeld, P.E., and C.L. Henry. (2001). Activated Carbon and Wood Ash Sorption of Wastewater, Compost, and Biosolids Odorants. *Water Environment Research*, 73, 388-393.

Rosenfeld, P.E., and Henry C. L., (2001). High carbon wood ash effect on biosolids microbial activity and odor. *Water Environment Research*. 131(1-4), 247-262.

Chollack, T. and **P. Rosenfeld**. (1998). Compost Amendment Handbook For Landscaping. Prepared for and distributed by the City of Redmond, Washington State.

Rosenfeld, P. E. (1992). The Mount Liamuiga Crater Trail. *Heritage Magazine of St. Kitts*, 3(2).

Rosenfeld, P. E. (1993). High School Biogas Project to Prevent Deforestation On St. Kitts. *Biomass Users Network*, 7(1).

Rosenfeld, P. E. (1998). Characterization, Quantification, and Control of Odor Emissions From Biosolids Application To Forest Soil. Doctoral Thesis. University of Washington College of Forest Resources.

Rosenfeld, P. E. (1994). Potential Utilization of Small Diameter Trees on Sierra County Public Land. Masters thesis reprinted by the Sierra County Economic Council. Sierra County, California.

Rosenfeld, P. E. (1991). How to Build a Small Rural Anaerobic Digester & Uses Of Biogas In The First And Third World. Bachelors Thesis. University of California.

Presentations:

Rosenfeld, P.E., Sutherland, A; Hesse, R.; Zapata, A. (October 3-6, 2013). Air dispersion modeling of volatile organic emissions from multiple natural gas wells in Decatur, TX. *44th Western Regional Meeting, American Chemical Society*. Lecture conducted from Santa Clara, CA.

Sok, H.L.; Waller, C.C.; Feng, L.; Gonzalez, J.; Sutherland, A.J.; Wisdom-Stack, T.; Sahai, R.K.; Hesse, R.C.; **Rosenfeld, P.E.** (June 20-23, 2010). Atrazine: A Persistent Pesticide in Urban Drinking Water. *Urban Environmental Pollution*. Lecture conducted from Boston, MA.

Feng, L.; Gonzalez, J.; Sok, H.L.; Sutherland, A.J.; Waller, C.C.; Wisdom-Stack, T.; Sahai, R.K.; La, M.; Hesse, R.C.; **Rosenfeld, P.E.** (June 20-23, 2010). Bringing Environmental Justice to East St. Louis, Illinois. *Urban Environmental Pollution*. Lecture conducted from Boston, MA.

Rosenfeld, P.E. (April 19-23, 2009). Perfluorooctanoic Acid (PFOA) and Perfluorooctane Sulfonate (PFOS) Contamination in Drinking Water From the Use of Aqueous Film Forming Foams (AFFF) at Airports in the United States. *2009 Ground Water Summit and 2009 Ground Water Protection Council Spring Meeting*, Lecture conducted from Tuscon, AZ.

Rosenfeld, P.E. (April 19-23, 2009). Cost to Filter Atrazine Contamination from Drinking Water in the United States” Contamination in Drinking Water From the Use of Aqueous Film Forming Foams (AFFF) at Airports in the United States. *2009 Ground Water Summit and 2009 Ground Water Protection Council Spring Meeting*. Lecture conducted from Tuscon, AZ.

Wu, C., Tam, L., Clark, J., **Rosenfeld, P.** (20-22 July, 2009). Dioxin and furan blood lipid concentrations in populations living near four wood treatment facilities in the United States. Brebbia, C.A. and Popov, V., eds., *Air Pollution XVII: Proceedings of the Seventeenth International Conference on Modeling, Monitoring and Management of Air Pollution*. Lecture conducted from Tallinn, Estonia.

Rosenfeld, P. E. (October 15-18, 2007). Moss Point Community Exposure To Contaminants From A Releasing Facility. *The 23rd Annual International Conferences on Soils Sediment and Water*. Platform lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld, P. E. (October 15-18, 2007). The Repeated Trespass of Tritium-Contaminated Water Into A Surrounding Community Form Repeated Waste Spills From A Nuclear Power Plant. *The 23rd Annual International Conferences on Soils Sediment and Water*. Platform lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld, P. E. (October 15-18, 2007). Somerville Community Exposure To Contaminants From Wood Treatment Facility Emissions. The 23rd Annual International Conferences on Soils Sediment and Water. Lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld P. E. (March 2007). Production, Chemical Properties, Toxicology, & Treatment Case Studies of 1,2,3-Trichloropropane (TCP). *The Association for Environmental Health and Sciences (AEHS) Annual Meeting*. Lecture conducted from San Diego, CA.

Rosenfeld P. E. (March 2007). Blood and Attic Sampling for Dioxin/Furan, PAH, and Metal Exposure in Florala, Alabama. *The AEHS Annual Meeting*. Lecture conducted from San Diego, CA.

Hensley A.R., Scott, A., **Rosenfeld P.E.**, Clark, J.J.J. (August 21 – 25, 2006). Dioxin Containing Attic Dust And Human Blood Samples Collected Near A Former Wood Treatment Facility. *The 26th International Symposium on Halogenated Persistent Organic Pollutants – DIOXIN2006*. Lecture conducted from Radisson SAS Scandinavia Hotel in Oslo Norway.

Hensley A.R., Scott, A., **Rosenfeld P.E.**, Clark, J.J.J. (November 4-8, 2006). Dioxin Containing Attic Dust And Human Blood Samples Collected Near A Former Wood Treatment Facility. *APHA 134 Annual Meeting & Exposition*. Lecture conducted from Boston Massachusetts.

Paul Rosenfeld Ph.D. (October 24-25, 2005). Fate, Transport and Persistence of PFOA and Related Chemicals. Mealey's C8/PFOA. *Science, Risk & Litigation Conference*. Lecture conducted from The Rittenhouse Hotel, Philadelphia, PA.

Paul Rosenfeld Ph.D. (September 19, 2005). Brominated Flame Retardants in Groundwater: Pathways to Human Ingestion, *Toxicology and Remediation PEMA Emerging Contaminant Conference*. Lecture conducted from Hilton Hotel, Irvine California.

Paul Rosenfeld Ph.D. (September 19, 2005). Fate, Transport, Toxicity, And Persistence of 1,2,3-TCP. *PEMA Emerging Contaminant Conference*. Lecture conducted from Hilton Hotel in Irvine, California.

Paul Rosenfeld Ph.D. (September 26-27, 2005). Fate, Transport and Persistence of PDBEs. *Mealey's Groundwater Conference*. Lecture conducted from Ritz Carlton Hotel, Marina Del Ray, California.

Paul Rosenfeld Ph.D. (June 7-8, 2005). Fate, Transport and Persistence of PFOA and Related Chemicals. *International Society of Environmental Forensics: Focus On Emerging Contaminants*. Lecture conducted from Sheraton Oceanfront Hotel, Virginia Beach, Virginia.

Paul Rosenfeld Ph.D. (July 21-22, 2005). Fate Transport, Persistence and Toxicology of PFOA and Related Perfluorochemicals. *2005 National Groundwater Association Ground Water And Environmental Law Conference*. Lecture conducted from Wyndham Baltimore Inner Harbor, Baltimore Maryland.

Paul Rosenfeld Ph.D. (July 21-22, 2005). Brominated Flame Retardants in Groundwater: Pathways to Human Ingestion, Toxicology and Remediation. *2005 National Groundwater Association Ground Water and Environmental Law Conference*. Lecture conducted from Wyndham Baltimore Inner Harbor, Baltimore Maryland.

Paul Rosenfeld, Ph.D. and James Clark Ph.D. and Rob Hesse R.G. (May 5-6, 2004). Tert-butyl Alcohol Liability and Toxicology, A National Problem and Unquantified Liability. *National Groundwater Association. Environmental Law Conference*. Lecture conducted from Congress Plaza Hotel, Chicago Illinois.

Paul Rosenfeld, Ph.D. (March 2004). Perchlorate Toxicology. *Meeting of the American Groundwater Trust*. Lecture conducted from Phoenix Arizona.

Hagemann, M.F., **Paul Rosenfeld, Ph.D.** and Rob Hesse (2004). Perchlorate Contamination of the Colorado River. *Meeting of tribal representatives*. Lecture conducted from Parker, AZ.

Paul Rosenfeld, Ph.D. (April 7, 2004). A National Damage Assessment Model For PCE and Dry Cleaners. *Drycleaner Symposium. California Ground Water Association*. Lecture conducted from Radison Hotel, Sacramento, California.

Rosenfeld, P. E., Grey, M., (June 2003) Two stage biofilter for biosolids composting odor control. *Seventh International In Situ And On Site Bioremediation Symposium Battelle Conference* Orlando, FL.

Paul Rosenfeld, Ph.D. and James Clark Ph.D. (February 20-21, 2003) Understanding Historical Use, Chemical Properties, Toxicity and Regulatory Guidance of 1,4 Dioxane. *National Groundwater Association. Southwest Focus Conference. Water Supply and Emerging Contaminants..* Lecture conducted from Hyatt Regency Phoenix Arizona.

Paul Rosenfeld, Ph.D. (February 6-7, 2003). Underground Storage Tank Litigation and Remediation. *California CUPA Forum*. Lecture conducted from Marriott Hotel, Anaheim California.

Paul Rosenfeld, Ph.D. (October 23, 2002) Underground Storage Tank Litigation and Remediation. *EPA Underground Storage Tank Roundtable*. Lecture conducted from Sacramento California.

Rosenfeld, P.E. and Suffet, M. (October 7- 10, 2002). Understanding Odor from Compost, *Wastewater and Industrial Processes. Sixth Annual Symposium On Off Flavors in the Aquatic Environment. International Water Association*. Lecture conducted from Barcelona Spain.

Rosenfeld, P.E. and Suffet, M. (October 7- 10, 2002). Using High Carbon Wood Ash to Control Compost Odor. *Sixth Annual Symposium On Off Flavors in the Aquatic Environment. International Water Association*. Lecture conducted from Barcelona Spain.

Rosenfeld, P.E. and Grey, M. A. (September 22-24, 2002). Biocycle Composting For Coastal Sage Restoration. *Northwest Biosolids Management Association*. Lecture conducted from Vancouver Washington..

Rosenfeld, P.E. and Grey, M. A. (November 11-14, 2002). Using High-Carbon Wood Ash to Control Odor at a Green Materials Composting Facility. *Soil Science Society Annual Conference*. Lecture conducted from Indianapolis, Maryland.

Rosenfeld. P.E. (September 16, 2000). Two stage biofilter for biosolids composting odor control. *Water Environment Federation*. Lecture conducted from Anaheim California.

Rosenfeld. P.E. (October 16, 2000). Wood ash and biofilter control of compost odor. *Biofest*. Lecture conducted from Ocean Shores, California.

Rosenfeld, P.E. (2000). Bioremediation Using Organic Soil Amendments. *California Resource Recovery Association*. Lecture conducted from Sacramento California.

Rosenfeld, P.E., C.L. Henry, R. Harrison. (1998). Oat and Grass Seed Germination and Nitrogen and Sulfur Emissions Following Biosolids Incorporation With High-Carbon Wood-Ash. *Water Environment Federation 12th Annual Residuals and Biosolids Management Conference Proceedings*. Lecture conducted from Bellevue Washington.

Rosenfeld, P.E., and C.L. Henry. (1999). An evaluation of ash incorporation with biosolids for odor reduction. *Soil Science Society of America*. Lecture conducted from Salt Lake City Utah.

Rosenfeld, P.E., C.L. Henry, R. Harrison. (1998). Comparison of Microbial Activity and Odor Emissions from Three Different Biosolids Applied to Forest Soil. *Brown and Caldwell*. Lecture conducted from Seattle Washington.

Rosenfeld, P.E., C.L. Henry. (1998). Characterization, Quantification, and Control of Odor Emissions from Biosolids Application To Forest Soil. *Biofest*. Lecture conducted from Lake Chelan, Washington.

Rosenfeld, P.E., C.L. Henry, R. Harrison. (1998). Oat and Grass Seed Germination and Nitrogen and Sulfur Emissions Following Biosolids Incorporation With High-Carbon Wood-Ash. Water Environment Federation 12th Annual Residuals and Biosolids Management Conference Proceedings. Lecture conducted from Bellevue Washington.

Rosenfeld, P.E., C.L. Henry, R. B. Harrison, and R. Dills. (1997). Comparison of Odor Emissions From Three Different Biosolids Applied to Forest Soil. *Soil Science Society of America*. Lecture conducted from Anaheim California.

Teaching Experience:

UCLA Department of Environmental Health (Summer 2003 through 20010) Taught Environmental Health Science 100 to students, including undergrad, medical doctors, public health professionals and nurses. Course focused on the health effects of environmental contaminants.

National Ground Water Association, Successful Remediation Technologies. Custom Course in Sante Fe, New Mexico. May 21, 2002. Focused on fate and transport of fuel contaminants associated with underground storage tanks.

National Ground Water Association; Successful Remediation Technologies Course in Chicago Illinois. April 1, 2002. Focused on fate and transport of contaminants associated with Superfund and RCRA sites.

California Integrated Waste Management Board, April and May, 2001. Alternative Landfill Caps Seminar in San Diego, Ventura, and San Francisco. Focused on both prescriptive and innovative landfill cover design.

UCLA Department of Environmental Engineering, February 5, 2002. Seminar on Successful Remediation Technologies focusing on Groundwater Remediation.

University Of Washington, Soil Science Program, Teaching Assistant for several courses including: Soil Chemistry, Organic Soil Amendments, and Soil Stability.

U.C. Berkeley, Environmental Science Program Teaching Assistant for Environmental Science 10.

Academic Grants Awarded:

California Integrated Waste Management Board. \$41,000 grant awarded to UCLA Institute of the Environment. Goal: To investigate effect of high carbon wood ash on volatile organic emissions from compost. 2001.

Synagro Technologies, Corona California: \$10,000 grant awarded to San Diego State University. Goal: investigate effect of biosolids for restoration and remediation of degraded coastal sage soils. 2000.

King County, Department of Research and Technology, Washington State. \$100,000 grant awarded to University of Washington: Goal: To investigate odor emissions from biosolids application and the effect of polymers and ash on VOC emissions. 1998.

Northwest Biosolids Management Association, Washington State. \$20,000 grant awarded to investigate effect of polymers and ash on VOC emissions from biosolids. 1997.

James River Corporation, Oregon: \$10,000 grant was awarded to investigate the success of genetically engineered Poplar trees with resistance to round-up. 1996.

United State Forest Service, Tahoe National Forest: \$15,000 grant was awarded to investigating fire ecology of the Tahoe National Forest. 1995.

Kellogg Foundation, Washington D.C. \$500 grant was awarded to construct a large anaerobic digester on St. Kitts in West Indies. 1993

Deposition and/or Trial Testimony:

In the United States District Court For The District of New Jersey

Duarte et al, *Plaintiffs*, vs. United States Metals Refining Company et. al. *Defendant*.

Case No.: 2:17-cv-01624-ES-SCM

Rosenfeld Deposition. 6-7-2019

In the United States District Court of Southern District of Texas Galveston Division

M/T Carla Maersk, *Plaintiffs*, vs. Conti 168., Schiffahrts-GMBH & Co. Bulker KG MS “Conti Perdido”
Defendant.

Case No.: 3:15-CV-00106 consolidated with 3:15-CV-00237

Rosenfeld Deposition. 5-9-2019

In The Superior Court of the State of California In And For The County Of Los Angeles – Santa Monica

Carole-Taddeo-Bates et al., vs. Ifran Khan et al., Defendants

Case No.: No. BC615636

Rosenfeld Deposition, 1-26-2019

In The Superior Court of the State of California In And For The County Of Los Angeles – Santa Monica

The San Gabriel Valley Council of Governments et al. vs El Adobe Apts. Inc. et al., Defendants

Case No.: No. BC646857

Rosenfeld Deposition, 10-6-2018; Trial 3-7-19

In United States District Court For The District of Colorado

Bells et al. Plaintiff vs. The 3M Company et al., Defendants

Case: No 1:16-cv-02531-RBJ

Rosenfeld Deposition, 3-15-2018 and 4-3-2018

In The District Court Of Regan County, Texas, 112th Judicial District

Phillip Bales et al., Plaintiff vs. Dow Agrosiences, LLC, et al., Defendants

Cause No 1923

Rosenfeld Deposition, 11-17-2017

In The Superior Court of the State of California In And For The County Of Contra Costa

Simons et al., Plaintiffs vs. Chevron Corporation, et al., Defendants

Cause No C12-01481

Rosenfeld Deposition, 11-20-2017

In The Circuit Court Of The Twentieth Judicial Circuit, St Clair County, Illinois

Martha Custer et al., Plaintiff vs. Cerro Flow Products, Inc., Defendants

Case No.: No. 0i9-L-2295

Rosenfeld Deposition, 8-23-2017

In The Superior Court of the State of California, For The County of Los Angeles

Warrn Gilbert and Penny Gilber, Plaintiff vs. BMW of North America LLC

Case No.: LC102019 (c/w BC582154)

Rosenfeld Deposition, 8-16-2017, Trail 8-28-2018

In the Northern District Court of Mississippi, Greenville Division

Brenda J. Cooper, et al., *Plaintiffs*, vs. Meritor Inc., et al., *Defendants*

Case Number: 4:16-cv-52-DMB-JVM

Rosenfeld Deposition: July 2017

In The Superior Court of the State of Washington, County of Snohomish
Michael Davis and Julie Davis et al., Plaintiff vs. Cedar Grove Composting Inc., Defendants
Case No.: No. 13-2-03987-5
Rosenfeld Deposition, February 2017
Trial, March 2017

In The Superior Court of the State of California, County of Alameda
Charles Spain., Plaintiff vs. Thermo Fisher Scientific, et al., Defendants
Case No.: RG14711115
Rosenfeld Deposition, September 2015

In The Iowa District Court In And For Poweshiek County
Russell D. Winburn, et al., Plaintiffs vs. Doug Hoksbergen, et al., Defendants
Case No.: LALA002187
Rosenfeld Deposition, August 2015

In The Iowa District Court For Wapello County
Jerry Dovico, et al., Plaintiffs vs. Valley View Sine LLC, et al., Defendants
Law No.: LALA105144 - Division A
Rosenfeld Deposition, August 2015

In The Iowa District Court For Wapello County
Doug Pauls, et al., et al., Plaintiffs vs. Richard Warren, et al., Defendants
Law No.: LALA105144 - Division A
Rosenfeld Deposition, August 2015

In The Circuit Court of Ohio County, West Virginia
Robert Andrews, et al. v. Antero, et al.
Civil Action NO. 14-C-30000
Rosenfeld Deposition, June 2015

In The Third Judicial District County of Dona Ana, New Mexico
Betty Gonzalez, et al. Plaintiffs vs. Del Oro Dairy, Del Oro Real Estate LLC, Jerry Settles and Deward
DeRuyter, Defendants
Rosenfeld Deposition: July 2015

In The Iowa District Court For Muscatine County
Laurie Freeman et. al. Plaintiffs vs. Grain Processing Corporation, Defendant
Case No 4980
Rosenfeld Deposition: May 2015

In the Circuit Court of the 17th Judicial Circuit, in and For Broward County, Florida
Walter Hinton, et. al. Plaintiff, vs. City of Fort Lauderdale, Florida, a Municipality, Defendant.
Case Number CACE07030358 (26)
Rosenfeld Deposition: December 2014

In the United States District Court Western District of Oklahoma
Tommy McCarty, et al., Plaintiffs, v. Oklahoma City Landfill, LLC d/b/a Southeast Oklahoma City
Landfill, et al. Defendants.
Case No. 5:12-cv-01152-C
Rosenfeld Deposition: July 2014

In the County Court of Dallas County Texas

Lisa Parr et al, *Plaintiff*, vs. Aruba et al, *Defendant*.

Case Number cc-11-01650-E

Rosenfeld Deposition: March and September 2013

Rosenfeld Trial: April 2014

In the Court of Common Pleas of Tuscarawas County Ohio

John Michael Abicht, et al., *Plaintiffs*, vs. Republic Services, Inc., et al., *Defendants*

Case Number: 2008 CT 10 0741 (Cons. w/ 2009 CV 10 0987)

Rosenfeld Deposition: October 2012

In the United States District Court of Southern District of Texas Galveston Division

Kyle Cannon, Eugene Donovan, Genaro Ramirez, Carol Sassler, and Harvey Walton, each Individually and on behalf of those similarly situated, *Plaintiffs*, vs. BP Products North America, Inc., *Defendant*.

Case 3:10-cv-00622

Rosenfeld Deposition: February 2012

Rosenfeld Trial: April 2013

In the Circuit Court of Baltimore County Maryland

Philip E. Cvach, II et al., *Plaintiffs* vs. Two Farms, Inc. d/b/a Royal Farms, Defendants

Case Number: 03-C-12-012487 OT

Rosenfeld Deposition: September 2013

EXHIBIT C



Technical Consultation, Data Analysis and
Litigation Support for the Environment

1640 5th St., Suite 204 Santa
Santa Monica, California 90401
Tel: (949) 887-9013
Email: mhagemann@swape.com

Matthew F. Hagemann, P.G., C.Hg., QSD, QSP

**Geologic and Hydrogeologic Characterization
Industrial Stormwater Compliance
Investigation and Remediation Strategies
Litigation Support and Testifying Expert
CEQA Review**

Education:

M.S. Degree, Geology, California State University Los Angeles, Los Angeles, CA, 1984.

B.A. Degree, Geology, Humboldt State University, Arcata, CA, 1982.

Professional Certifications:

California Professional Geologist

California Certified Hydrogeologist

Qualified SWPPP Developer and Practitioner

Professional Experience:

Matt has 25 years of experience in environmental policy, assessment and remediation. He spent nine years with the U.S. EPA in the RCRA and Superfund programs and served as EPA's Senior Science Policy Advisor in the Western Regional Office where he identified emerging threats to groundwater from perchlorate and MTBE. While with EPA, Matt also served as a Senior Hydrogeologist in the oversight of the assessment of seven major military facilities undergoing base closure. He led numerous enforcement actions under provisions of the Resource Conservation and Recovery Act (RCRA) while also working with permit holders to improve hydrogeologic characterization and water quality monitoring.

Matt has worked closely with U.S. EPA legal counsel and the technical staff of several states in the application and enforcement of RCRA, Safe Drinking Water Act and Clean Water Act regulations. Matt has trained the technical staff in the States of California, Hawaii, Nevada, Arizona and the Territory of Guam in the conduct of investigations, groundwater fundamentals, and sampling techniques.

Positions Matt has held include:

- Founding Partner, Soil/Water/Air Protection Enterprise (SWAPE) (2003 – present);
- Geology Instructor, Golden West College, 2010 – 2014;
- Senior Environmental Analyst, Komex H₂O Science, Inc. (2000 -- 2003);

- Executive Director, Orange Coast Watch (2001 – 2004);
- Senior Science Policy Advisor and Hydrogeologist, U.S. Environmental Protection Agency (1989–1998);
- Hydrogeologist, National Park Service, Water Resources Division (1998 – 2000);
- Adjunct Faculty Member, San Francisco State University, Department of Geosciences (1993 – 1998);
- Instructor, College of Marin, Department of Science (1990 – 1995);
- Geologist, U.S. Forest Service (1986 – 1998); and
- Geologist, Dames & Moore (1984 – 1986).

Senior Regulatory and Litigation Support Analyst:

With SWAPE, Matt’s responsibilities have included:

- Lead analyst and testifying expert in the review of over 100 environmental impact reports since 2003 under CEQA that identify significant issues with regard to hazardous waste, water resources, water quality, air quality, Valley Fever, greenhouse gas emissions, and geologic hazards. Make recommendations for additional mitigation measures to lead agencies at the local and county level to include additional characterization of health risks and implementation of protective measures to reduce worker exposure to hazards from toxins and Valley Fever.
- Stormwater analysis, sampling and best management practice evaluation at industrial facilities.
- Manager of a project to provide technical assistance to a community adjacent to a former Naval shipyard under a grant from the U.S. EPA.
- Technical assistance and litigation support for vapor intrusion concerns.
- Lead analyst and testifying expert in the review of environmental issues in license applications for large solar power plants before the California Energy Commission.
- Manager of a project to evaluate numerous formerly used military sites in the western U.S.
- Manager of a comprehensive evaluation of potential sources of perchlorate contamination in Southern California drinking water wells.
- Manager and designated expert for litigation support under provisions of Proposition 65 in the review of releases of gasoline to sources drinking water at major refineries and hundreds of gas stations throughout California.
- Expert witness on two cases involving MTBE litigation.
- Expert witness and litigation support on the impact of air toxins and hazards at a school.
- Expert witness in litigation at a former plywood plant.

With Komex H2O Science Inc., Matt’s duties included the following:

- Senior author of a report on the extent of perchlorate contamination that was used in testimony by the former U.S. EPA Administrator and General Counsel.
- Senior researcher in the development of a comprehensive, electronically interactive chronology of MTBE use, research, and regulation.
- Senior researcher in the development of a comprehensive, electronically interactive chronology of perchlorate use, research, and regulation.
- Senior researcher in a study that estimates nationwide costs for MTBE remediation and drinking water treatment, results of which were published in newspapers nationwide and in testimony against provisions of an energy bill that would limit liability for oil companies.
- Research to support litigation to restore drinking water supplies that have been contaminated by MTBE in California and New York.

- Expert witness testimony in a case of oil production-related contamination in Mississippi.
- Lead author for a multi-volume remedial investigation report for an operating school in Los Angeles that met strict regulatory requirements and rigorous deadlines.

- Development of strategic approaches for cleanup of contaminated sites in consultation with clients and regulators.

Executive Director:

As Executive Director with Orange Coast Watch, Matt led efforts to restore water quality at Orange County beaches from multiple sources of contamination including urban runoff and the discharge of wastewater. In reporting to a Board of Directors that included representatives from leading Orange County universities and businesses, Matt prepared issue papers in the areas of treatment and disinfection of wastewater and control of the discharge of grease to sewer systems. Matt actively participated in the development of countywide water quality permits for the control of urban runoff and permits for the discharge of wastewater. Matt worked with other nonprofits to protect and restore water quality, including Surfrider, Natural Resources Defense Council and Orange County CoastKeeper as well as with business institutions including the Orange County Business Council.

Hydrogeology:

As a Senior Hydrogeologist with the U.S. Environmental Protection Agency, Matt led investigations to characterize and cleanup closing military bases, including Mare Island Naval Shipyard, Hunters Point Naval Shipyard, Treasure Island Naval Station, Alameda Naval Station, Moffett Field, Mather Army Airfield, and Sacramento Army Depot. Specific activities were as follows:

- Led efforts to model groundwater flow and contaminant transport, ensured adequacy of monitoring networks, and assessed cleanup alternatives for contaminated sediment, soil, and groundwater.
- Initiated a regional program for evaluation of groundwater sampling practices and laboratory analysis at military bases.
- Identified emerging issues, wrote technical guidance, and assisted in policy and regulation development through work on four national U.S. EPA workgroups, including the Superfund Groundwater Technical Forum and the Federal Facilities Forum.

At the request of the State of Hawaii, Matt developed a methodology to determine the vulnerability of groundwater to contamination on the islands of Maui and Oahu. He used analytical models and a GIS to show zones of vulnerability, and the results were adopted and published by the State of Hawaii and County of Maui.

As a hydrogeologist with the EPA Groundwater Protection Section, Matt worked with provisions of the Safe Drinking Water Act and NEPA to prevent drinking water contamination. Specific activities included the following:

- Received an EPA Bronze Medal for his contribution to the development of national guidance for the protection of drinking water.
- Managed the Sole Source Aquifer Program and protected the drinking water of two communities through designation under the Safe Drinking Water Act. He prepared geologic reports, conducted public hearings, and responded to public comments from residents who were very concerned about the impact of designation.

- Reviewed a number of Environmental Impact Statements for planned major developments, including large hazardous and solid waste disposal facilities, mine reclamation, and water transfer.

Matt served as a hydrogeologist with the RCRA Hazardous Waste program. Duties were as follows:

- Supervised the hydrogeologic investigation of hazardous waste sites to determine compliance with Subtitle C requirements.
- Reviewed and wrote "part B" permits for the disposal of hazardous waste.
- Conducted RCRA Corrective Action investigations of waste sites and led inspections that formed the basis for significant enforcement actions that were developed in close coordination with U.S. EPA legal counsel.
- Wrote contract specifications and supervised contractor's investigations of waste sites.

With the National Park Service, Matt directed service-wide investigations of contaminant sources to prevent degradation of water quality, including the following tasks:

- Applied pertinent laws and regulations including CERCLA, RCRA, NEPA, NRDA, and the Clean Water Act to control military, mining, and landfill contaminants.
- Conducted watershed-scale investigations of contaminants at parks, including Yellowstone and Olympic National Park.
- Identified high-levels of perchlorate in soil adjacent to a national park in New Mexico and advised park superintendent on appropriate response actions under CERCLA.
- Served as a Park Service representative on the Interagency Perchlorate Steering Committee, a national workgroup.
- Developed a program to conduct environmental compliance audits of all National Parks while serving on a national workgroup.
- Co-authored two papers on the potential for water contamination from the operation of personal watercraft and snowmobiles, these papers serving as the basis for the development of nation-wide policy on the use of these vehicles in National Parks.
- Contributed to the Federal Multi-Agency Source Water Agreement under the Clean Water Action Plan.

Policy:

Served senior management as the Senior Science Policy Advisor with the U.S. Environmental Protection Agency, Region 9. Activities included the following:

- Advised the Regional Administrator and senior management on emerging issues such as the potential for the gasoline additive MTBE and ammonium perchlorate to contaminate drinking water supplies.
- Shaped EPA's national response to these threats by serving on workgroups and by contributing to guidance, including the Office of Research and Development publication, *Oxygenates in Water: Critical Information and Research Needs*.
- Improved the technical training of EPA's scientific and engineering staff.
- Earned an EPA Bronze Medal for representing the region's 300 scientists and engineers in negotiations with the Administrator and senior management to better integrate scientific principles into the policy-making process.
- Established national protocol for the peer review of scientific documents.

Geology:

With the U.S. Forest Service, Matt led investigations to determine hillslope stability of areas proposed for timber harvest in the central Oregon Coast Range. Specific activities were as follows:

- Mapped geology in the field, and used aerial photographic interpretation and mathematical models to determine slope stability.
- Coordinated his research with community members who were concerned with natural resource protection.
- Characterized the geology of an aquifer that serves as the sole source of drinking water for the city of Medford, Oregon.

As a consultant with Dames and Moore, Matt led geologic investigations of two contaminated sites (later listed on the Superfund NPL) in the Portland, Oregon, area and a large hazardous waste site in eastern Oregon. Duties included the following:

- Supervised year-long effort for soil and groundwater sampling.
- Conducted aquifer tests.
- Investigated active faults beneath sites proposed for hazardous waste disposal.

Teaching:

From 1990 to 1998, Matt taught at least one course per semester at the community college and university levels:

- At San Francisco State University, held an adjunct faculty position and taught courses in environmental geology, oceanography (lab and lecture), hydrogeology, and groundwater contamination.
- Served as a committee member for graduate and undergraduate students.
- Taught courses in environmental geology and oceanography at the College of Marin.

Matt taught physical geology (lecture and lab and introductory geology at Golden West College in Huntington Beach, California from 2010 to 2014.

Invited Testimony, Reports, Papers and Presentations:

Hagemann, M.F., 2008. Disclosure of Hazardous Waste Issues under CEQA. Presentation to the Public Environmental Law Conference, Eugene, Oregon.

Hagemann, M.F., 2008. Disclosure of Hazardous Waste Issues under CEQA. Invited presentation to U.S. EPA Region 9, San Francisco, California.

Hagemann, M.F., 2005. Use of Electronic Databases in Environmental Regulation, Policy Making and Public Participation. Brownfields 2005, Denver, Colorado.

Hagemann, M.F., 2004. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in Nevada and the Southwestern U.S. Presentation to a meeting of the American Groundwater Trust, Las Vegas, NV (served on conference organizing committee).

Hagemann, M.F., 2004. Invited testimony to a California Senate committee hearing on air toxins at schools in Southern California, Los Angeles.

Brown, A., Farrow, J., Gray, A. and **Hagemann, M.**, 2004. An Estimate of Costs to Address MTBE Releases from Underground Storage Tanks and the Resulting Impact to Drinking Water Wells. Presentation to the Ground Water and Environmental Law Conference, National Groundwater Association.

Hagemann, M.F., 2004. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in Arizona and the Southwestern U.S. Presentation to a meeting of the American Groundwater Trust, Phoenix, AZ (served on conference organizing committee).

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in the Southwestern U.S. Invited presentation to a special committee meeting of the National Academy of Sciences, Irvine, CA.

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River. Invited presentation to a tribal EPA meeting, Pechanga, CA.

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River. Invited presentation to a meeting of tribal representatives, Parker, AZ.

Hagemann, M.F., 2003. Impact of Perchlorate on the Colorado River and Associated Drinking Water Supplies. Invited presentation to the Inter-Tribal Meeting, Torres Martinez Tribe.

Hagemann, M.F., 2003. The Emergence of Perchlorate as a Widespread Drinking Water Contaminant. Invited presentation to the U.S. EPA Region 9.

Hagemann, M.F., 2003. A Deductive Approach to the Assessment of Perchlorate Contamination. Invited presentation to the California Assembly Natural Resources Committee.

Hagemann, M.F., 2003. Perchlorate: A Cold War Legacy in Drinking Water. Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. From Tank to Tap: A Chronology of MTBE in Groundwater. Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. A Chronology of MTBE in Groundwater and an Estimate of Costs to Address Impacts to Groundwater. Presentation to the annual meeting of the Society of Environmental Journalists.

Hagemann, M.F., 2002. An Estimate of the Cost to Address MTBE Contamination in Groundwater (and Who Will Pay). Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. An Estimate of Costs to Address MTBE Releases from Underground Storage Tanks and the Resulting Impact to Drinking Water Wells. Presentation to a meeting of the U.S. EPA and State Underground Storage Tank Program managers.

Hagemann, M.F., 2001. From Tank to Tap: A Chronology of MTBE in Groundwater. Unpublished report.

Hagemann, M.F., 2001. Estimated Cleanup Cost for MTBE in Groundwater Used as Drinking Water. Unpublished report.

Hagemann, M.F., 2001. Estimated Costs to Address MTBE Releases from Leaking Underground Storage Tanks. Unpublished report.

Hagemann, M.F., and VanMouwerik, M., 1999. Potential Water Quality Concerns Related to Snowmobile Usage. Water Resources Division, National Park Service, Technical Report.

VanMouwerik, M. and **Hagemann, M.F.** 1999, Water Quality Concerns Related to Personal Watercraft Usage. Water Resources Division, National Park Service, Technical Report.

Hagemann, M.F., 1999, Is Dilution the Solution to Pollution in National Parks? The George Wright Society Biannual Meeting, Asheville, North Carolina.

Hagemann, M.F., 1997, The Potential for MTBE to Contaminate Groundwater. U.S. EPA Superfund Groundwater Technical Forum Annual Meeting, Las Vegas, Nevada.

Hagemann, M.F., and Gill, M., 1996, Impediments to Intrinsic Remediation, Moffett Field Naval Air Station, Conference on Intrinsic Remediation of Chlorinated Hydrocarbons, Salt Lake City.

Hagemann, M.F., Fukunaga, G.L., 1996, The Vulnerability of Groundwater to Anthropogenic Contaminants on the Island of Maui, Hawaii. Hawaii Water Works Association Annual Meeting, Maui, October 1996.

Hagemann, M. F., Fukanaga, G. L., 1996, Ranking Groundwater Vulnerability in Central Oahu, Hawaii. Proceedings, Geographic Information Systems in Environmental Resources Management, Air and Waste Management Association Publication VIP-61.

Hagemann, M.F., 1994. Groundwater Characterization and Cleanup at Closing Military Bases in California. Proceedings, California Groundwater Resources Association Meeting.

Hagemann, M.F. and Sabol, M.A., 1993. Role of the U.S. EPA in the High Plains States Groundwater Recharge Demonstration Program. Proceedings, Sixth Biennial Symposium on the Artificial Recharge of Groundwater.

Hagemann, M.F., 1993. U.S. EPA Policy on the Technical Impracticability of the Cleanup of DNAPL-contaminated Groundwater. California Groundwater Resources Association Meeting.

Hagemann, M.F., 1992. Dense Nonaqueous Phase Liquid Contamination of Groundwater: An Ounce of Prevention... Proceedings, Association of Engineering Geologists Annual Meeting, v. 35.

Other Experience:

Selected as subject matter expert for the California Professional Geologist licensing examination, 2009-2011.

Date : 2/4/2022 8:51:48 AM
From : "Michelle Carter"
To : secretary@myhunc.org
Subject : Re: FAR question Re: CPC-2021-6886-DB-SPR-WDI-HCA Fwd:
Need by Wednesday 2/2 Development within 500 feet of freeway
Attachment : ~WRD2953.jpg;

Sorry for the confusion.

The project is within the Redevelopment Plan Area which dictates the zoning regulations if it is in conflict with the general citywide zoning regulation.

Here, the project site is dual zone; R4-2 - High Density Residential, and C4-1-SN - Highway Oriented Commercial.

The project went through the administrative review process by the Department prior to filing and was determined that a Density Bonus request above 35% would be required to accommodate the request.

The LAMC allows for an increase in 35% in FAR like the increase in density. The request is to allow for an increase in FAR exceeding 35% which is allowed and may be considered by the CPC.

I hope this helps.



Michelle Carter
City Planning Associate
Los Angeles City Planning

200 N. Spring St., Room 763
Los Angeles, CA 90012

T: (213) 978-1262 | Planning4LA.org



*Please note: I am out of the office
every other Friday*

On Thu, Feb 3, 2022 at 6:37 PM Secretary, Hollywood United NC
<brandi@myhunc.org> wrote:

I am very confused, so thank you for bearing with me. The Redevelopment Area supercedes the area zoning. Their application addresses this and states the normal maximum as 4.5. Additionally Planning says in the manual maximum of off-menu is 6:1

From: Michelle Carter <michelle.carter@lacity.org>
Sent: Thursday, February 3, 2022 3:57 PM
To: secretary@myhunc.org

Subject: Re: FAR question Re: CPC-2021-6886-DB-SPR-WDI-HCA Fwd: Need by Wednesday 2/2 Development within 500 feet of freeway

The maximum FAR allowed by the R4 zone in height district 2 is 6:1. This is without an incentive. The incentive would allow an additional .74 FAR.

Michelle Carter

City Planning Associate
Los Angeles City Planning
200 N. Spring St., Room 763

Los Angeles, CA 90012

T: (213) 978-1262 | Planning4LA.org

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On Thu, Feb 3, 2022 at 3:53 PM Secretary, Hollywood United NC
<brandi@myhunc.org> wrote:

Yes I know. But the off-menu maximum is 6.0, and applicant is requesting almost 7, are you saying that the off menu maximums have no real validity?

From: Michelle Carter <michelle.carter@lacity.org>

Sent: Thursday, February 3, 2022 3:27 PM

To: Brandi D'Amore <brandi@myhunc.org>

Subject: Re: FAR question Re: CPC-2021-6886-DB-SPR-WDI-HCA Fwd: Need by Wednesday 2/2 Development within 500 feet of freeway

Hi Brandi,

This project is a State Density Bonus Housing project request. The request may include On and Off Menu incentives including the increase in FAR.

Michelle Carter

City Planning Associate
Los Angeles City Planning
200 N. Spring St., Room 763

Los Angeles, CA 90012

T: (213) 978-1262 | Planning4LA.org

Please note: I am out of the office every other Friday

On Thu, Feb 3, 2022 at 3:03 PM Brandi D'Amore <brandi@myhunc.org> wrote:

. Hi. I apologize for not asking this before. Can you explain to me what is granting this applicant the ability to receive or request an far above the off menu limitation of 6.0?

Brandi A. D'Amore - Secretary
At-Large Unclassified Representative, Area 3
Board of Directors
Hollywood United Neighborhood Council (HUNC)
Certified Neighborhood Council, #52
P.O. Box 3272
Los Angeles, CA 90078

On Thu, Feb 3, 2022, 2:10 PM Brandi D'Amore <brandi@myhunc.org> wrote:

Thank you!

For feedback: The City may want to consider the liability of permitting housing this close to freeway, and has a disproportionate affect on children and seniors, as well as an equity issue

<https://www.google.com/search?q=city+of+los+angeles+black+lung+loft&oq=city+of+los+angeles+black+lung+loft&aqs=chrome..69i57.16336j0j9&client=ms-android-att-us-revc&sourceid=chrome-mobile&ie=UTF-8>

Brandi A. D'Amore - Secretary
At-Large Unclassified Representative, Area 3
Board of Directors
Hollywood United Neighborhood Council (HUNC)
Certified Neighborhood Council, #52
P.O. Box 3272
Los Angeles, CA 90078

On Thu, Feb 3, 2022, 2:03 PM Michelle Carter
<michelle.carter@lacity.org> wrote:

Hi Brandi,

Yes, the project is within the Hollywood Community Plan Area and is designated for High Density Residential land uses.

Requirements relating to the project site being close proximity to a freeway can be found [here](#).

All projects, if approved, will need to comply with regulatory compliance measures that are generally enforced by agencies other than the Planning Department.

The project site is located in a Height District that allows for unlimited height and stories.

If the project is approved, conditions of approval relating to gray water recycling as legally allowable may be included by the Planning Commission.

If you have any additional questions, please let me know.

Michelle Carter

City Planning Associate
Los Angeles City Planning
200 N. Spring St., Room 763

Los Angeles, CA 90012

T: (213) 978-1262 | Planning4LA.org

Please note: I am out of the office every other Friday

On Wed, Feb 2, 2022 at 3:46 PM Brandi D'Amore
<brandi@myhunc.org> wrote:

Hi. Yes I have specific questions.

Does it not fall under Hollywood Community Plan?

Also, are there any building restrictions or requirements for a property that is within 500 feet of a freeway outside of the freeway advisory zone regulation? This property is 50 ft from a freeway, and with research shows that a property within 500 ft of a freeway creates the environmental and potential health damages to its residents such as black lung loft syndrome.

Is the developer required to do any type of mitigating construction or infrastructure efforts to minimize this risk to both residents and construction crew?

Also the height on this property is precedent setting by more than a dozen stories. If projects like this proliferate will have a profound effect on water supply. What requirements of the developer have in gray water recycling, etc ?

Brandi A. D'Amore - Secretary
At-Large Unclassified Representative, Area 3
Board of Directors

Hollywood United Neighborhood Council (HUNC)
Certified Neighborhood Council, #52
P.O. Box 3272
Los Angeles, CA 90078

On Wed, Feb 2, 2022, 2:28 PM Michelle Carter
<michelle.carter@lacity.org> wrote:

Hello Brandi,

Hopefully this is legible.

The applicable planning related regulatory areas for the project site includes; a Transit Priority Area in the City of Los Angeles, Freeway Adjacent Advisory Notice for Sensitive Uses, State Enterprise Zone, Hollywood Redevelopment Project Area, and an Adaptive Reuse Incentive Area.

The site is not subjected to any Specific Plans or Overlays.

If you have any additional questions, please let me know.

Best,

Michelle

--

Michelle Carter

City Planning Associate
Los Angeles City Planning
200 N. Spring St., Room 763

Los Angeles, CA 90012

T: (213) 978-1262 | Planning4LA.org

Please note: I am out of the office every other Friday

Date : 1/12/2022 4:30:29 PM
From : "Dynl Miranda"
To : "Planning Expedited"
Subject : VTT-83510 and CPC 2021-6886 - 1715 N. Bronson Ave
Attachment : SRNPC98F3822011216320.pdf;

Good afternoon,

Please see attached.

Thanks.

--



Dynl Miranda,
Urban Forestry Division
Department of Public Works | Bureau of Street Services
213-847-3077
1149 S Broadway, 4th Floor, Los Angeles, CA 90015 - MS 550

Check out our new website: StreetsLA.lacity.org
Initiate a service request online: myla311.ci.la.ca.us
Interact with us: on twitter: [@BSSLosAngeles](https://twitter.com/BSSLosAngeles)



Please consider the environment before printing this email

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

DATE: December 17, 2021

TO: Heather Bleemers, Senior City Planner
Department of City Planning


FROM: Hector Banuelos, Street Tree Superintendent I
Bureau of Street Services, Urban Forestry Division

SUBJECT: VTT-83510 and CPC -2021-6886 – 1715 N. Bronson Ave.

In regard to your request for review of this case regarding Urban Forestry requirements, it is our recommendation that:

1. STREET TREES

- a. Project shall preserve all healthy mature street trees whenever possible. All feasible alternatives in project design should be considered and implemented to retain healthy mature street trees. A permit is required for the removal of any street tree and shall be replaced 2:1 as approved by the Board of Public Works and Urban Forestry Division.
- b. Plant street trees at all feasible planting locations within dedicated streets as directed and required by the Bureau of Street Services, Urban Forestry Division. All tree plantings shall be installed to current tree planting standards when the City has previously been paid for tree plantings. The subdivider or contractor shall notify the Urban Forestry Division at: (213) 847-3077 upon completion of construction for tree planting direction and instructions.

Note: Removal of street trees requires approval from the Board of Public Works. All projects must have environmental (CEQA) documents that appropriately address any removal and replacement of street trees. Contact Urban Forestry Division at: (213) 847-3077 for tree removal permit information.

HB:AS:djm

Case Summary & Documents

Case Number

Ordinance

Zoning Information

CPC Cards

ZA Cards

Case Number:

CPC-2021-6886-DB-SPR-WDI-HCA

Search

Approved Documents		Initial Submittal Documents	
0 Approved Documents found for Case Number: CPC-2021-6886-DB-SPR-WDI-HCA			
Type	Scan Date	Signed	
No Approved Documents Found			

Case Number: CPC-2021-6886-DB-SPR-WDI-HCA

Case Filed On: 08/12/2021

Accepted For Review On: 02/17/2022

Assigned Date: 11/05/2021

Staff Assigned: MICHELLE CARTER

Hearing Waived / Date Waived : No

Hearing Location:

Hearing Date : 03/23/2022 10:30 AM

CPC Action:

CPC Action Date:

End of Appeal Period:

Appealed: No

BOE Reference Number: 0

Case on Hold?: Yes

Primary Address

Address	CNC	CD
1715 N BRONSON AVE 90028	Hollywood United	13

[View All Addresses](#)

Project Description: CONSTRUCTION OF A 24 STORY, 128 DWELLING UNIT RESIDENTIAL BUILDING WITH 134 PARKING SPACES. EXISTING STRUCTURES TO REMAIN. PROPOSED FAR IS APPROXIMATELY 6.74:1. PARKING PER GOV'T CODE 65915(P)(2)(A)

Applicant: [Company: 1717 BRONSON LLC]

Representative: MICHAEL GONZALES [Company: GONZALES LAW GROUP APC]

[View Related Cases](#)

Permanent Link: <https://planning.lacity.org/pdiscaseinfo/caseid/MjQ5OTYx0>

HELPFUL LINKS

- [City of Los Angeles](#)
- [City Departments and Bureaus](#)
- [Department of City Planning](#)
- [Zoning/Property Info \(ZIMAS\)](#)

PLANNING TOOLKIT



Case Summary & Documents

Case Number

Ordinance

Zoning Information

CPC Cards

ZA Cards

Case Number:

ENV-2021-6887-CE

Search

Approved Documents		Initial Submittal Documents	
0 Approved Documents found for Case Number: ENV-2021-6887-CE			
Type	Scan Date	Signed	
No Approved Documents Found			

Case Number: ENV-2021-6887-CE

Case Filed On: 08/12/2021

Accepted For Review On:

Assigned Date: 11/05/2021

Staff Assigned: MICHELLE CARTER

Hearing Waived / Date Waived : No

Hearing Location:

Hearing Date :

ENV Action:

ENV Action Date: 08/12/2021

End of Appeal Period:

Appealed: No

BOE Reference Number: 0

Case on Hold?: Yes

Primary Address

Address	CNC	CD
1715 N BRONSON AVE 90028	Hollywood United	13

[View All Addresses](#)

Project Description: CONSTRUCTION OF A 24 STORY, 128 DWELLING UNIT RESIDENTIAL BUILDING WITH 134 PARKING SPACES. EXISTING STRUCTURES TO REMAIN. PROPOSED FAR IS APPROXIMATELY 6.74:1. PARKING PER GOV'T CODE 65915(P)(2)(A)

Applicant: [Company: 1717 BRONSON LLC]

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HELPFUL LINKS

- [City of Los Angeles](#)
- [City Departments and Bureaus](#)
- [Department of City Planning](#)
- [Zoning/Property Info \(ZIMAS\)](#)

PLANNING TOOLKIT



Case Summary & Documents

Case Number

Ordinance

Zoning Information

CPC Cards

ZA Cards

Case Number:

VTT-83510-CN-HCA

Search

Approved Documents		Initial Submittal Documents	
0 Approved Documents found for Case Number: VTT-83510-CN-HCA			
Type	Scan Date	Signed	
No Approved Documents Found			

Case Number: VTT-83510-CN-HCA

Case Filed On: 08/12/2021

Accepted For Review On:

Assigned Date: 11/05/2021

Staff Assigned: MICHELLE CARTER

Hearing Waived / Date Waived : No

Hearing Location:

Hearing Date : 12:00 AM

VTT Action:

VTT Action Date:

End of Appeal Period:

Appealed: No

BOE Reference Number: 0

Case on Hold?: Yes

Primary Address

Address	CNC	CD
1715 N BRONSON AVE 90028	Hollywood United	13

[View All Addresses](#)

Project Description: CONSTRUCTION OF A 24 STORY, 128 DWELLING UNIT RESIDENTIAL BUILDING WITH 134 PARKING SPACES. EXISTING STRUCTURES TO REMAIN. PROPOSED FAR IS APPROXIMATELY 6.74:1. PARKING PER GOV'T CODE 65915(P)(2)(A)

Applicant: [Company: 1717 BRONSON LLC]

Representative: MICHAEL GONZALES [Company: GONZALES LAW GROUP APC]

[View Related Cases](#)

Permanent Link: <https://planning.lacity.org/pdiscaseinfo/caseid/MjQ5OTY10>

HELPFUL LINKS

- [City of Los Angeles](#)
- [City Departments and Bureaus](#)
- [Department of City Planning](#)
- [Zoning/Property Info \(ZIMAS\)](#)

PLANNING TOOLKIT



Related Cases



Case Number

[CPC-2021-6886-DB-SPR-WDI-HCA](#)[ENV-2021-6887-CE](#)**Assigned Date:** 11/05/2021**Staff Assigned:** MICHELLE CA**Hearing Waived / Date Waived :** No**Hearing Location:****Hearing Date :** 12:00 AM**VTT Action:****VTT Action Date:****End of Appeal Period:****Appealed:** No**BOE Reference Number:** 0**Case on Hold?:** Yes**Primary Address**

Address	CNC	CD
1715 N BRONSON AVE 90028	Hollywood United	13

[View All Addresses](#)

Project Description: CONSTRUCTION OF A 24 STORY, 128 DWELLING UNIT RESIDENTIAL BUILDING WITH 134 PARKING SPACES. EXISTING STRUCTURES TO REMAIN. PROPOSED FAR IS APPROXIMATELY 6.74:1. PARKING PER GOV'T CODE 65915(P)(2)(A)

Applicant: [Company: 1717 BRONSON LLC]**Representative:** MICHAEL GONZALES [Company: GONZALES LAW GROUP APC][View Related Cases](#)

Related Cases



Case Number

[CPC-2021-6886-DB-SPR-WDI-HCA](#)

[ENV-2021-6887-CE](#)



Date : 2/22/2022 9:45:11 AM
From : "Michelle Carter"
To : "Michael Gonzales"
Subject : Re: Bronson
Attachment : image001.jpg;

Hello Michael,

I did not receive the clarification on the units, we can make the clarification at the hearing. Also, I am missing the signed affordable housing referral form.

Thanks,
Michelle



Michelle Carter
City Planning Associate
Los Angeles City Planning

200 N. Spring St., Room 763
Los Angeles, CA 90012

T: (213) 978-1262 | Planning4LA.org



*Please note: I am out of the office
every other Friday*

On Mon, Feb 21, 2022 at 8:32 PM Michael Gonzales
<mgonzales@gonzaleslawgroup.com> wrote:

Thanks for this. No changes. Just a clarification. 11% of our base density is 11 VLI units. Apparently our documents say 12. Not sure if we asked you to clarify this yet. We will also submit revised documents to correct this mistake. Please let me know if you have any questions.

Best,

Mike

Michael Gonzales, Shareholder

800 Wilshire Blvd., Suite 860

Los Angeles, CA 90017

213.279.6966/Direct

213.279.6965/Main

213.402.2638/Fax

mgonzales@gonzaleslawgroup.com

gonzaleslawgroup.com



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From: Michelle Carter <michelle.carter@lacity.org>
Sent: Friday, February 18, 2022 12:41 PM
To: Michael Gonzales <mgonzales@gonzaleslawgroup.com>
Subject: Re: Bronson

Hi Mike,

The hearing will be at 10:30 am.

I am in the process of finalizing the hearing notice. Are there any changes to the original request?

Thank you,

Michelle



Michelle Carter

City Planning Associate
Los Angeles City Planning
200 N. Spring St., Room 763

Los Angeles, CA 90012

T: (213) 978-1262 | Planning4LA.org



Please note: I am out of the office every other Friday

On Thu, Feb 17, 2022 at 1:27 PM Michael Gonzales
<mgonzales@gonzaleslawgroup.com> wrote:

Thanks for update. Do you have approximate time for hearing officer?

Sent from my iPhone

On Feb 16, 2022, at 11:08 AM, Michelle Carter
<michelle.carter@lacity.org> wrote:

Still aiming for June. Once the DAA/HO agenda is finalized and the notice is sent to BTC I will request the CPC date. The calendar is currently open for both June dates.



Michelle Carter

City Planning Associate
Los Angeles City Planning
200 N. Spring St., Room 763

Los Angeles, CA 90012

T: (213) 978-1262 | Planning4LA.org



Please note: I am out of the office every other Friday

On Wed, Feb 16, 2022 at 11:02 AM Michael Gonzales
<mgonzales@gonzaleslawgroup.com> wrote:

Great. Any idea on CPC date?

Sent from my iPhone

On Feb 16, 2022, at 11:00 AM, Michelle Carter
<michelle.carter@lacity.org> wrote:

Mike,

I have added the tract case for a DAA hearing on 3/23 along with a joint hearing officer hearing. The agendas have not been finalized yet nor have any notices been sent to BTC but 3/23 is the date.

Please let me know if you have any questions.

Best,

Michelle



Michelle Carter

City Planning Associate
Los Angeles City Planning
200 N. Spring St., Room 763

Los Angeles, CA 90012

T: (213) 978-1262 | Planning4LA.org



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On Wed, Feb 16, 2022 at 10:57 AM Michael Gonzales <mgonzales@gonzaleslawgroup.com> wrote:

Michelle,

Any updates here?

Sent from my iPhone

On Feb 8, 2022, at 10:08 AM,
Michelle Carter
<michelle.carter@lacity.org> wrote:

Hi Mike,

I am planning on scheduling the hearing officer hearing on March 23. I have a few edits for the Class 32 that I will send over this week, but I think everything will be ready to meet that date.



Michelle Carter

City Planning Associate
Los Angeles City Planning
200 N. Spring St., Room 763

Los Angeles, CA 90012

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Planning4LA.org



E-NEWS

Please note: I am out of the office every other Friday

On Tue, Feb 8, 2022 at 9:31 AM
Michael Gonzales
<mgonzales@gonzaleslawgroup.com>
wrote:

Hi Michelle,

Any updates on hearing officer date?

Sent from my iPhone

On Feb 2, 2022, at
3:47 PM, Michelle
> wrote:

Let's aim for the first June date. I will work on finishing my comments on the CE by the weekend and schedule the HO date that way I can put in the request for the CPC date.



Michelle Carter

City Planning
Associate
**Los Angeles City
Planning**
200 N. Spring St.,
Room 763

Los Angeles, CA
90012



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On Wed, Feb 2, 2022
at 3:25 PM Michael
> wrote:

Are we able to
pencil in a June
date? Maybe
bump up to May if
there is a
cancellation?

Michael Gonzales,
Shareholder

800 Wilshire
Blvd., Suite 860

Los Angeles, CA
90017

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mgonzales@gonzaleslawgroup.com

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another party any transaction or matter addressed herein.

From: Michelle

>

Sent: Wednesday,
February 2, 2022
2:04 PM

To: Michael

>

Subject: Re:
Bronson

May looks full so we could aim for June. Both meeting dates are open.



Michelle Carter

City Planning
Associate
**Los Angeles City
Planning**
200 N. Spring St.,
Room 763

Los Angeles, CA
90012

T: (213) 978-
1262 |
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On Wed, Feb 2,
2022 at 1:59 PM
Michael Gonzales
<mgonzales@gonzaleslawgroup.com>
wrote:

Thanks. Where
does that put us
for CPC?

Michael
Gonzales,
Shareholder

800 Wilshire
Blvd., Suite 860

Los Angeles,
CA 90017

213.279.6966/Direct

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mgonzales@gonzaleslawgroup.com

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or matter
addressed
herein.

From: Michelle
>

Sent:

Wednesday,
February 2,
2022 1:58 PM

To: Michael

>

Subject: Re:
Bronson

Hi Mike,

I am
tentatively scheduling
the HO hearing
for 3/23. I was
hoping for 3/16
but I am still
working through
the Class 32.

Thanks,

Michelle



Michelle Carter

City Planning
Associate
**Los Angeles City
Planning**
200 N. Spring St.,
Room 763

Los Angeles, CA
90012

T: (213) 978-
1262 |
Planning4LA.org



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out of the office
every other
Friday*

On Wed, Feb 2,
2022 at 1:53 PM
Michael
> wrote:

Hi Michelle,

Following up
on this. Any
news on
schedule?

Mike

Michael
Gonzales,
Shareholder

800 Wilshire
Blvd., Suite
860

Los Angeles,
CA 90017

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mgonzales@gonzaleslawgroup.com

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From:
Michael
Gonzales
Sent:
Tuesday,
February 1,
2022 1:37 PM
To: 'Michelle
Carter' <michelle.carter@lacity.org>
Subject:
Bronson

Michelle,

Any news on
a hearing
officer date
for this site?

Best,

Mike

Michael
Gonzales,
Shareholder

800 Wilshire
Blvd., Suite
860

Los Angeles,
CA 90017

213.279.6966/Direct

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mgonzales@gonzaleslawgroup.com

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under the
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transaction or
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GONZALES
LAW
GROUP

APC

EXHIBIT G

Commissions, Boards, and Hearings

The consideration of a development proposal may often require that a public hearing be held prior to a formal decision being issued. Los Angeles City Planning holds regular public hearings to consider a variety of proposals that require city approval. These hearings offer an opportunity for the public to become engaged in the review process and offer feedback for decision makers to consider.

Public hearings are scheduled on a regular basis, depending on the type of application and the location where the project is being proposed. In person public hearings are conducted downtown in City Hall, in Van Nuys at the Marvin Braude Constituent Services Center, and in West Los Angeles at the West Los Angeles Municipal Building.

COVID-19 Update:

In keeping with Mayor Eric Garcetti's Safer At Home order to slow the spread of COVID-19, City Planning has implemented new procedures for public hearings and outreach meetings in order to practice proper physical distancing protocols. City Planning commission meetings will now be held telephonically in order to provide continued service to communities and businesses across Los Angeles, allowing for the review of housing applications and other policies that facilitate the City's short- and long-term economic growth, which will result in the development of new housing units. For more information, click here (<https://planning.lacity.org/resources/p4la-covid-19>).

File Review - Project files may be made available for public review by appointment only. Please email the staff identified on the hearing notice, at least three (3) days in advance, to arrange for an appointment. Files are not available for review the day of or day before the hearing. In light of COVID-19, please contact staff to receive copies of electronic application materials. These documents may also be available on City Planning's "Planning Document Information System" or PDIS.

Testimony and Public Correspondence - In person or virtual attendance to a public hearing is optional and not a requirement for individuals who would like to provide written public comments or ask questions about a project or proposed policy. Oral testimony can only be given at the public hearing and may be limited due to time constraints, however.

Exhaustion of Administrative Remedies and Judicial Review - If you challenge an application or item included on a public hearing agenda in court, you may be limited to raising only those issues you or someone else raised at the public hearing or in written correspondence on these matters delivered to this agency at or prior to the public hearing. If you seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, the petition for writ of mandate pursuant to that section must be filed no later than the 90th day following the date on which the City's decision became final pursuant to California Code of Civil Procedure Section 1094.6. There may be other time limits which also affect your ability to seek judicial review.



**Virtual Hearing Instructions:
Commission Meetings**

(/about/virtual-commission-

instructions)



**Virtual Hearing Instructions:
Non-Commission Public Hearings
and Board Meetings**

(/about/ozavirtual-

instructions)



Commissions

Boards

Hearings

Sunshine Canyon

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All





2022






Search your hearing

Date	Case Number	Address	Notes	Agenda
5/5/2022	ZA-2019-6034-ZV-1A	8200 North Webb Avenue and 11820 West Roscoe Boulevard	North Valley Area Planning Commission - Hearing	
4/26/2022	ZA-2021-5311-ZAA-1A	1740 North Hollyvista Avenue, Los Angeles, CA 90027	Central Area Planning Commission - Hearing	
4/13/2022	ZA-2019-5552-ZV-1A	9760 West Pico Boulevard	West Los Angeles Area Planning Commission - Hearing	
4/12/2022	ZA-2019-7192-ZAD-1A	2345 - 2421 South Santa Fe Avenue	Central Area Planning Commission - Hearing	
4/7/2022	ZA-2021-6093-ZAA	2050 West 94th Place		
4/7/2022		11619 West Santa Monica Boulevard 15021 West Bestor Boulevard 2050 West 94th Place	West/South LA ZA Hearing Agenda	 (http://plann


Date	Case Number	Address	Notes	Agenda
4/7/2022	ZA-2021-10643-CUB	11619 West Santa Monica Boulevard		
4/7/2022	ZA-2021-10187-F	15021 West Bestor Boulevard		
4/6/2022		11118 North Balboa Boulevard 11051 Victory Boulevard	Valley ZA Hearing Agenda	 (http://plann
4/6/2022	ZA-2021-4646-CUB	11118 North Balboa Boulevard	CORRECTED NOTICE	
4/6/2022	ZA-2021-3412-CUB	11051 Victory Boulevard		
4/5/2022		3640 Wilshire Boulevard, Unit 100 3785 West Wilshire Boulevard, Suite 218 A, B, C	Central ZA Hearing Agenda	 (http://plann
4/5/2022	ZA-2021-9966-CUB	3640 Wilshire Boulevard, Unit 100		
4/5/2022	ZA-2021-8280-CUB	3785 West Wilshire Boulevard, Suite 218 A, B, C		



Date	Case Number	Address	Notes	Agenda
4/4/2022	10374- CDP- MEL	127 1-2 E Galleon Street		
3/31/2022	ZA- 2021- 10175- CUW	910 East 61st Street		
3/31/2022		910 East 61st Street	UPDATED Southeast LA ZA Hearing Agenda	 (http://plann
3/31/2022	ZA- 2021- 6672- DB-CU- CCMP	2323 South Scarff Avenue	CANCELED	
3/24/2022	VTT- 83306- CN-HCA & ZA- 2021- 417- DRB- SPP- ZAA-F- HCA	710, 728 S. Hudson Avenue, 713, 723 S. Rimpau Boulevard, 4700, 4736 W. Wilshire Boulevard		
3/24/2022		Determination to continue meetings via teleconference Resolution adoption AB361 Motion Required 4801 – 4815 North Laurel Canyon Boulevard: 12107 –	South Valley Area Planning Commission Agenda Package	 (http://plann

Date	Case Number	Address	Notes	Agenda
3/24/2022		7000 – 7010 West Melrose Avenue; 645 North Sycamore Avenue; 3902 Kentucky Drive; 3894 – 3900 Fredonia Drive; 1848 South Gramercy Place; 3730 – 3736 South Kelton Avenue; 500-506 North Larchmont Boulevard; 5267 West Rosewood Avenue	CPC Meeting Agenda	 (http://plann
3/24/2022	CPC-2020-2115-DB	1848 South Gramercy Place		
3/24/2022	ZA-2021-6932-CUB	4566-4570 Washington Boulevard, Los Angeles CA 90019		
3/24/2022		4566-4570 Washington Boulevard/ 550	West-Harbor ZA Hearing Agenda	 (http://plann

Date	Case Number	Address South Palos Verdes, Unit 101	Notes	Agenda
3/24/2022	VTT- 82178 & CPC- 2018- 2853- TDR- MCUP- CU-DD- SPR	1101-1115 S. HILL ST & 206-210 W. 11th ST		
3/24/2022	ZA- 2021- 8197- CUB	550 South Palos Verdes, Unit 101, San Pedro, CA 90731		
3/23/2022		2748 West 8th Street	ZA Agenda (Central) for ZA-2021-10767- MCUP-CUX for Wednesday, March 23, 2022	 (http://plann
3/23/2022	ZA- 2021- 10767- MCUP- CUX	2748 West 8th Street	Public Hearing Notice	
3/23/2022	VTT- 83390- SL-HCA	955 North Everett Street	Public Hearing Notice	

Date	Case Number	Address	Notes	Agenda
3/23/2022	CPC-2021-6886-DB-SPR-WDI-HCA and VTT-83510-CN-HCA	1715 - 1739 North Bronson Avenue	Joint Public Hearing Notice	
3/23/2022	AA-2021-9873-PMLA and ZA-2021-9871-ZAA-ZAD-F	6251-6253 Church Street & 520 Marie Avenue	Joint Public Hearing Notice	
3/23/2022		3630 South Overland Avenue	ZA Agenda (West Los Angeles) for ZA-2021-10108-CUB for Wednesday, March 23, 2022	 http://plann
3/23/2022	ZA-2021-	3630 South Overland Avenue	Public Hearing Notice	

Date	Case Number	Address	Notes	Agenda
3/23/2022		2233 – 2251 East Jesse Street	East LA Meeting Agenda	 (http://plann
3/23/2022		955 North Everett Street	ZA Agenda (East Los Angeles) for ZA-2021-6035-ZAA-CLQ for Wednesday, March 23, 2022	 (http://plann
3/23/2022		955 North Everett Street	ZA Agenda (East Los Angeles) for ZA-2021-6035-ZAA-CLQ for Wednesday, March 23, 2022	 (http://plann
3/22/2022		1207 North Commonwealth Avenue	Central Area Planning Commission Meeting Agenda	 (http://plann
3/22/2022		1830-1849 North Blue Heights Drive	Central ZA Hearing Agenda	 (http://plann
3/22/2022	ZA-2020-5987-ZV	1830-1849 North Blue Heights Drive		
3/21/2022		717, 719 South 7th Ave, 582 & 600 W. 38th St, 17480 Revello Drive	Coastal Development Permit Hearing	 (http://plann

Date	Case Number	Address	Notes	Agenda
3/21/2022		717, 719 South 7th Avenue, 582 and 600 West 38th Street, 17480 Revello Drive	Coastal Development Permit Hearing	
3/21/2022	DIR-2021-8711-CDP	717, 719 South 7th Avenue, 675 E Indiana Avenue		
3/21/2022	DIR-2021-9374-CDP-MEL	582 West 38th Street		
3/21/2022	DIR-2020-3077-CDP	17480 Revello Drive		
3/17/2022	ZA-2021-8530-CUB	5151 thru 5171 West Pico Boulevard Suite D, Los Angeles, 90019		
3/17/2022		DETERMINATION TO CONTINUE HOLDING MEETINGS VIA TELECONFERENCE	North Valley Area Planning Commission Meeting Agenda	 (http://plann
3/17/2022		CPC Meeting *Equity Day* Agenda	CPC Meeting *Equity Day* Agenda	 (http://plann
3/17/2022	ZA-2021-6372----	4566 West Pickford Street, Los Angeles CA		


	CUB Case	90019		
Date	Number	Address	Notes	Agenda
3/17/2022		4566 West Pickford Street/ 1638 South Sawtelle Boulevard (11276 - 11280 West Santa Monica Boulevard and 1636 - 1646 South Sawtelle Boulevard)/ 5151 thru 5171 West Pico Boulevard Suite D	West LA/Central ZA Hearing Agenda	 (http://plann
3/17/2022	ZA- 2021- 9981- CUB	1638 South Sawtelle Boulevard (11276 - 11280 West Santa Monica Boulevard and 1636 - 1646 South Sawtelle Boulevard), Los Angeles CA 90025		
3/16/2022	ZA- 2021- 6619- ZAD	1903 North Lake Shore Avenue (1961 West Avalon Street), 90039		
3/16/2022		13076 North	ZA Agenda (North	




Date	Case Number	Address	Notes	 http://plann Agenda
		Glenoaks Boulevard	Valley) for ZA-2020-0965-CUB-ZV for Wednesday, March 16, 2022	
3/16/2022	ZA-2020-0965-CUB-ZV	13076 North Glenoaks Boulevard	Public Hearing Notice	
3/16/2022		1911-1931 West Sunset Boulevard and 1910-2018 West Reservoir Street	Hearing Officer Agenda (East Los Angeles) for CPC-2020-3140-CU-DB-MCUP-SPR for Wednesday, March 16, 2022	 http://plann
3/16/2022	CPC-2020-3140-CU-DB-MCUP-SPR	1911-1931 West Sunset Boulevard and 1910-2018 West Reservoir Street	Public Hearing Notice	
3/16/2022		DETERMINATION TO CONTINUE HOLDING MEETINGS VIA TELECONFERENCE	West Los Angeles Planning Area Commission Agenda	 http://plann
3/16/2022	DIR-2021-10142-CCMP	110 N Irving Blvd		
3/16/2022		650-676 South San Vicente Boulevard	Joint Hearing Officer and DAA Agenda (Central) for CPC-2017-0467-GPA-VZC-	 http://plann


Date	Case Number	Address	HD-SPR and VTT- 74865 for Notes Wednesday, March 16, 2022	Agenda
3/16/2022	CPC- 2017- 467- GPA- VZC- HD-SPR and VTT- 74865	650-676 South San Vicente Boulevard	Public Hearing Notice	
3/16/2022		2856 West Sunset Boulevard/ 1903 North Lake Shore Avenue (1961 West Avalon Street)	Central ZA Hearing Agenda	 (http://plann
3/16/2022	ZA- 2021- 6348- CUB	2856 West Sunset Boulevard, Los Angeles, CA 90026		
3/16/2022		10859-10863 West Burbank Boulevard	ZA Agenda (South Valley) for ZA-2021- 7185-CU for Wednesday, March 16, 2022	 (http://plann
3/16/2022	ZA- 2021- 7185-	10859-10863 West Burbank Boulevard	Public Hearing Notice	

CU Case				
Date	Number	Address	Notes	Agenda
3/15/2022		5700 Rudnick Avenue	ZA Agenda (South Valley) for ZA-2021-8374-CU for Tuesday, March 15, 2022	 (http://plann
3/15/2022	ZA-2021-8374-CU	5700 Rudnick Avenue	Public Hearing Notice	
3/15/2022		Harbor Meeting Agenda	Harbor Meeting Agenda	 (http://plann
3/15/2022		Determination to continue meetings via teleconference motion required 2314 South Union Avenue	South Los Angeles Area Planning Commission Agenda Package	 (http://plann
3/15/2022	ZA-2013-3057-CUB-PA1-1A	2314 South Union Avenue	Hearing Notice South Los Angeles Area Planning Commission	
3/15/2022		2817 East 8th Street (2815-2817 East 8th Street)	Central ZA Hearing Agenda	 (http://plann
3/15/2022	ZA-2011-946-NC-PA1	2817 East 8th Street (2815-2817 East 8th Street)		

3/15/2022	Case Number	5877 Franklin Avenue Address	ZA Agenda (Central) for ZA-2021-10032- CUB for Tuesday, March 15, 2022	 (http://plann
3/15/2022	ZA- 2021- 10032- CUB	5877 Franklin Avenue	Public Hearing Notice	
3/10/2022	ZA- 2021- 2582- CUB	6261 West 87st Street		
3/10/2022		South Valley Area Planning Commission- Canceled	South Valley Area Planning Commission Agenda Package-Canceled	 (http://plann
3/10/2022		13351 – 13377 North Glenoaks Boulevard; 16100 – 16180 West Mulholland Drive; 12041 – 12053 West Burbank Boulevard; 5617 – 5617 ½ North Agnes Avenue; 5616 – 5622 Laurel Canyon Boulevard; 6324, 6328, 6314, 6316, 6312, 6320, 6326 East Garvanza Avenue; 141 North Avenue 64	CPC Meeting Agenda	 (http://plann
3/10/2022	DIR-	6324. 6328. 6314.		

Date	Case- Number	Address	Notes	Agenda
	2020- 19-12 TOC- CCMP- VHCA- 1A	6316, 6312, 6320, 6326 E Garvanza and 141 N Avenue 64		
3/10/2022	CPC- 2017- 4219- VCU- SPE- DRB- SPP- MSP	16100-16180 West Mulholland Drive, 90049		
3/10/2022	ZA- 2017- 3950- ZAA-1A	3813 & 3817 South Esplanade, 133 and 139 Hurricane Street; 3913 South Esplanade West and 128 East Hurricane Street	Joint ZA Case Appeal Hearing	
3/10/2022	ZA- 2021- 6285- CUB	4020 West Martin Luther King Jr. Boulevard, Los Angeles, CA 90008		
3/10/2022		4020 West Martin Luther King Jr. Boulevard/ 12131 West Washington Place, Unit E/ 6261 West 87st Street	West LA ZA Hearing Agenda	 (http://plann
3/10/2022	ZA-	12131 West		





Date	Case Number	Address	Notes	Agenda
	2021-4311-CUB	Washington Place, Unit E Los Angeles, CA 90066		
3/9/2022		3005 North Amethyst Street; 3009 North Amethyst Street	East LA Meeting Agenda	 (http://plann
3/9/2022	DIR-2021-9279-CCMP-SPP-HCA	2616 S. Ellendale Place		
3/9/2022	N/A	N/A	Canceled	
3/8/2022		19701 Rinaldi Street (and multiple addresses within the area covered by the Porter Ranch Land Use/Transportation Specific Plan)	Hearing Officer Agenda (North Valley) for CPC-1990-0439-DA-M3 for Tuesday, March 8, 2022	 (http://plann
3/8/2022	CPC-1990-0439-DA-M3	19701 Rinaldi Street (and multiple addresses within the area covered by the Porter Ranch Land Use/Transportation Specific Plan)	Public Hearing Notice	
3/8/2022		1130 South Hope Street; 506 North	Central Area Planning	




Date	Case Number	Address (Street, 500 North Sycamore Avenue 506 and 508 North Sycamore Avenue)	Planning Commission Meeting Notes Agenda	(http://plann Agenda
3/8/2022	VTT- 82842- SL-1A	506 & 508 N Sycamore Avenue		
3/7/2022	DIR- 2021- 8488- CDP- MEL	2202, 2204 South Strongs Drive, 2205 South Canal Street Venice, CA 90291		
3/7/2022	DIR- 2020- 6650- CDP- SPP- MEL	117 East Westwind Mall		
3/7/2022	DIR- 2020- 182- CDP- MEL	15851 West Asilomar Boulevard		
3/7/2022	DIR- 2021- 5960- CDP- MEL	2732 AND 2732 1/2 SOUTH CAROLINA STREET, SAN PEDRO, CA 90731		
3/7/2022		2732 South Carolina Street; 2202, 2204 South Strongs Drive, 2205 South Canal Street;	Coastal Development Permit Hearing Agenda	 (http://plann

Date	Case Number	Address	Notes	Agenda
		117 East Westwind Mall: 15851 West Asilomar Boulevard		
3/3/2022		DETERMINATION TO CONTINUE HOLDING MEETINGS VIA TELECONFERENCE	North Valley Area Planning Commission Meeting Agenda	 (http://plann
3/2/2022		1568-1570 North Murray Circle	ZA Agenda (East Los Angeles) for ZA-2021-10052-ZV for Wednesday, March 2, 2022	 (http://plann
3/2/2022	ZA-2021-10052-ZV	1568-1570 North Murray Circle	Public Hearing Notice	
3/2/2022		8052-8070 West Beverly Boulevard, 148 North Crescent Heights Boulevard	ZA Agenda (Central) for ZA-2016-2878-ELD-SPR-PA1 for Wednesday, March 2, 2022	 (http://plann
3/2/2022	ZA-2016-2878-ELD-SPR-PA1	8052-8070 West Beverly Boulevard, 148 North Crescent Heights Boulevard	Public Hearing Notice	
3/2/2022	DIR-2021-681-DRB-SPP-MSP	2350 N Bowmont Drive		




3/2/2022 Date	Case Number	627 North Address Carcassonne Road; 10701 West Bellagio Road	West Los Angeles Notes Planning Area Commission Agenda	 Agenda (http://plann
3/2/2022	DIR- 2020- 4145- BSA-1A	10701 West Bellagio Road	West Los Angeles Area Planning Commission - Hearing	
3/2/2022	DIR- 2020- 4144- BSA-1A	627 North Carcassonne Road	West Los Angeles Area Planning Commission - Hearing	
3/2/2022	VTT- 83418 and CPC- 2021- 4259- CU- CUB- SPR	820-840 South Alameda Street, 1820-2116 East 8th Street, 2150 East Damon Street, 1301 South Lemon Street, 2015-2101 East Olympic Boulevard	Public Hearing Notice	
3/2/2022		820-840 South Alameda Street, 1820-2116 East 8th Street, 2150 East Damon Street, 1301 South Lemon Street, 2015-2101 East Olympic Boulevard	Joint Hearing Officer and Deputy Advisory Agency Agenda (Central) for VTT- 83418 and CPC- 2021-4259-CU-CUB- SPR	 (http://plann
3/2/2022		8633 North Woodley Avenue, Suite C	Valley ZA Hearing Agenda	 (http://plann
3/2/2022	ZA-	8633 North		


Date	Case Number	Address	Notes	Agenda
	2021-3602-CUB	Woodley Avenue, Suite C (8625 - 8635 Woodley Avenue)		
3/2/2022		6500-6520 North Canoga Avenue; 21301-21311 West Victory Boulevard, Unit D	ZA Agenda (South Valley) for ZA-2003-4726-CUB-PA1 for Wednesday, March 2, 2022	 (http://plann
3/2/2022	ZA-2003-4726-CUB-PA1	6500-6520 North Canoga Avenue; 21301-21311 West Victory Boulevard, Unit D	Public Hearing Notice	
3/1/2022	ZA-2021-3036-ZAD	1291 - 1343 East 6th Street, Los Angeles, CA 90021		
3/1/2022	ZA-2021-9363-MCUP	900 – 956 South Main Street, 155 East Olympic Boulevard, 919 – 951 South Los Angeles Street, 110 – 130 East 9th Street	Public Hearing Notice	
3/1/2022	ZA-2021-5050-CUB	221 - 227 West 8th Street & 750 - 756 S. Broadway, Los Angeles CA 90014		
3/1/2022		6360-6366 Hollywood Boulevard	Hearing Officer Agenda (Central) for CPC-2020-1619-ZC-HD-CUB-ZV-WDI for Tuesday, March 1,	 (http://plann

		2022		
Date	Case Number	Address	Notes	Agenda
3/1/2022	CPC-2020-1619-ZC-HD-CUB-ZV-WDI	6360-6366 Hollywood Boulevard	Public Hearing Notice	
3/1/2022		Determination to Continue Via Teleconference AB361 Resolution Adoption	South Los Angeles Area Planning Commission Agenda Package	 (http://plann
3/1/2022		Harbor Meeting Agenda	Harbor Meeting Agenda	 (http://plann
3/1/2022		3055 West 7th Street ,Suite A/ 316 East Pico Boulevard/ 1291 - 1343 East 6th Street/ 221 West 8th Street		 (http://plann
3/1/2022	ZA-2021-8814-CUB	3055 West 7th Street, Suite A, Los Angeles, 90005		
3/1/2022		3418 - 3434 West 6th Street AND 900 – 956 South Main Street, 155 East Olympic Boulevard, 919 – 951 South Los Angeles Street, 110 – 130 East 9th	ZA Agenda (Central) for ZA-2019-4719-CU-MCUP-ZV-SPR-WDI and ZA-2021-9363-MCUP for Tuesday, March 1, 2022	 (http://plann

Date	Case Number	Street Address	Notes	Agenda
3/1/2022	ZA-2019-4719-CU-MCUP-ZV-SPR-WDI	3418 - 3434 West 6th Street	Public Hearing Notice	
3/1/2022	ZA-2021-5140-CUB	316 East Pico Boulevard, Los Angeles, CA 90012		
2/24/2022	AA-2020-773-PMLA-CN-HCA	609 East Broadway	Corrected	
2/24/2022		609 East Broadway Avenue/ AA-202-773-PMLA-CN-HCA	Subdivision/Hearing Officer	 (http://plann
2/24/2022		Determination to Continue Via teleconference AB361 Resolution 15481 – 15491 Ventura Boulevard	South Valley Area Planning Commission Agenda Package	 (http://plann
2/24/2022			CPC Meeting Agenda	 (http://plann
2/24/2022	CPC-2018-7344-GPAJ-VZCJ-	2102 - 2120 South Pacific Avenue, 116 - 302 East North Venice Boulevard, 2106 -		





Date	Case Number	Address	Notes	Agenda
	HD-SP- CDP-M	2116 South Canal Street and 319 East South Venice Boulevard		
2/24/2022	VTT- 83550- CN, CPC- 2021- 6877- DB- SPR- CUB	3401 South La Cienega Boulevard		
2/24/2022		3401 S. La Cienega/ VTT- 83550-CN	Subdivision/Hearing Officer	 (http://plann
2/23/2022	ZA- 2021- 6293- CUB	970 North Broadway #114	Public Hearing Notice	
2/23/2022	ZA- 2021- 7321- CUB	3454 West Wilshire Boulevard	Public Hearing Notice	
2/23/2022		3147 North Glendale Boulevard	ZA Agenda (East Los Angeles) for ZA- 2021-5693-CUB for Wednesday, February 23, 2022	 (http://plann





2/23/2022	ZA- 2021- 5693- CUB	3147 North Glendale Boulevard	Public Hearing Notice	Agenda
2/23/2022		2233-2251 East Jesse Street; 3005 North Amethyst Street, 3009 North Amethyst Street	East LA Meeting Agenda	 (http://plann
2/23/2022	ZA- 2020- 752- ZAD- ZAA-1A	3005 North Amethyst Street, Los Angeles, CA 90032	Hearing Notice	
2/23/2022	ZA- 2020- 781- ZAD- ZAA-1A	3009 North Amethyst Street, Los Angeles, CA 90032	Hearing Notice	
2/23/2022		4101 West Los Nietos Drive	Central ZA Hearing Agenda	 (http://plann
2/23/2022		6217 West Maryland Drive / 970 North Broadway #114 / 3454 West Wilshire Boulevard	ZA Agenda (Central) for ZA-2021-9608- ZAA, ZA-2021-6293- CUB, and ZA-2021- 7321-CUB for Wednesday, February 23, 2022	 (http://plann
2/23/2022	ZA- 2020- 4476- ZAD- ZAA	4101 West Los Nietos Drive		
2/23/2022	ZA-	6217 West	Public Hearing	



Date	Case- Number	Maryland Drive Address	Notice Notes	Agenda
	2021- 9608- ZAA			
2/22/2022	ZA- 2020- 7567- ZAA- ZAD- SPP	614 West Avenue 46		
2/22/2022	ZA- 2021- 7392- ZV	4641 West Colorado Boulevard, Los Angeles, 90039		
2/22/2022		1501 North Marlay Drive; 949 South Hope Street; (615 West Olympic Boulevard; 950 South Flower Street; 600 West 9th Street)	Central Area Planning Commission Meeting Agenda	 (http://plann
2/22/2022	ZA- 2017- 2328- ZAD- ZAA-1A	1501 North Marlay Drive	Central Area Planning Commission - Hearing	
2/22/2022		4641 West Colorado Boulevard 614 West Avenue 46	Central ZA Hearing Agenda	 (http://plann
2/17/2022		MEETING CANCELED NO SCHEDULED CASES	North Valley Area Planning Commission Meeting Agenda - Canceled	 (http://plann


2/16/2022		1964 North Hillhurst Avenue	ZA Agenda (Central) for ZA-2021-6544-CUB for Wednesday, February 16, 2022	 (http://plann
Date	Case Number	Address	Notes	Agenda
2/16/2022	ZA-2021-6544-CUB	1964 North Hillhurst Avenue	Public Hearing Notice	
2/16/2022	ZA-2021-8124-ZAD	1431 North Avenue 57		
2/16/2022	ZA-2021-3957-CUB	8255 North Sunland Boulevard (Includes 8251, 8253, 8255, 8259, 8261, and 8263 North Sunland Boulevard)		
2/16/2022		17440 – 17444 West Castellammare Drive; 1740 South Penmar Avenue;	West Los Angeles Planning Area Commission Agenda	 (http://plann
2/16/2022	AA-2018-3776-PMLA-SL-1A	1740 South Penmar Avenue	West Los Angeles Area Planning Commission - Hearing	
2/16/2022	ZA-2018-3779-ZAA-1A	1740 South Penmar Avenue	West Los Angeles Area Planning Commission - Hearing	




2/16/2022		330-333 South San Vicente/ CPC-2019-1856-DB-ZAD-SPR & VTT-82229	Subdivisions/Hearing Officer Notes	 (http://plann Agenda
2/16/2022		330-333 South San Vicente, Los Angeles	Hearing Officer Agenda (Central) for CPC-2019-1856-DB-ZAD-SPR for Wednesday, February 16, 2022	 (http://plann
2/16/2022	CPC-2019-1856-DB-ZAD-SPR	330-333 South San Vicente, Los Angeles	Public Hearing Notice	
2/16/2022		970 North Broadway, Suite 112 / 1431 North Avenue 57 / 8255 North Sunland Boulevard (Includes 8251, 8253, 8255, 8259, 8261, and 8263 North Sunland Boulevard)	Central/Valley ZA Hearing Agenda	 (http://plann
2/16/2022	ZA-2021-5137-CUB	970 North Broadway, Suite 112, Los Angeles, CA 90012		

2/16/2022	Case Number	Address	Notes	 Agenda (http://plann
		12744 North San Fernando Road	ZA Agenda (North Valley) for ZA-2021-4570-ZAA for Wednesday, February 16, 2022	
2/16/2022	ZA-2021-4570-ZAA	12744 North San Fernando Road	Public Hearing Notice	
2/15/2022		6701 - 6707 West Santa Monica Boulevard	Central Revocations Hearing	 (http://plann
2/15/2022	DIR-2020-954-RV	6701 - 6707 West Santa Monica Boulevard		
2/15/2022		4939 York Boulevard	ZA Agenda (East Los Angeles) for ZA-2021-9024-CUB	 (http://plann
2/15/2022	ZA-2021-9024-CUB	4939 York Boulevard	Public Hearing Notice	
2/15/2022		5256-5272 North Vineland Avenue	Hearing Officer Agenda (South Valley) for CPC-2020-1946-GPA-ZC-HD-CU-SPR-RDP for Tuesday, February 15, 2022	 (http://plann
2/15/2022	CPC	5256-5272 North	Public Hearing	




2/15/2022	CPC- 2020- 1940	5256-5272 North Vineland Avenue Address	Public Hearing Notice Notes	Agenda
	GPA- ZC-HD- CU- SPR- RDP			
2/15/2022		Canceled Harbor Agenda	Canceled Harbor Agenda	 (http://plann
2/15/2022		South Los Angeles Area Planning Commission- Canceled	South Los Angeles Area Planning Commission Agenda Package- Canceled	 (http://plann
2/15/2022		650 North La Cienega Boulevard	ZA Agenda (Central) for ZA-2021-6859- CUB-ZV for Tuesday, February 15, 2022	 (http://plann
2/15/2022	ZA- 2021- 6859- CUB-ZV	650 North La Cienega Boulevard	Public Hearing Notice	
2/10/2022	APCC- 2020- 7888- CUB- CUX- SPE	3376 West 1st Street (3376-3378 West 1st Street and 106 South Virgil Avenue)		
2/10/2022		AB 361 Resolution Adoption 4801 – 4815 North Laurel Canyon Boulevard; 12107 – 12111	South Valley Area Planning Commission Agenda Package	 (http://plann



Date	Case Number	West Riverside Drive Address	Notes	Agenda
2/10/2022		22232 and 22280 West Devonshire Street 13351 – 13377 North Glenoaks Boulevard Westwood Village Specific Plan Area	CPC Regular Meeting *CORRECTED AGENDA*	 (http://plann
2/10/2022		209 South Loring Avenue 5011 East La Calandria Drive and 5012 East Kimball Street	West LA/Central ZA Hearing Agenda	 (http://plann
2/10/2022	ZA-2021-7116-F	209 South Loring Avenue 90024	Corrected Notice	
2/10/2022	ZA-2020-1082-ZAD	5011 East La Calandria Drive and 5012 East Kimball Street		
2/9/2022		3730 - 3736 South Kelton Avenue	Hearing Officer CPC-2021-6888-CU-DB-HCA	 (http://plann
2/9/2022	CPC-2021-	3730-3736 South Kelton Avenue, Los		

	6888- Case CU-DB- Number HCA	Angeles, CA 90034		
Date		Address	Notes	Agenda
2/9/2022		659 South Broadway, Unit GL106 14814- 14818 West Calvert Street 607 South Park View Street 1123-1127 South Crenshaw Boulevard	Central/Valley ZA Hearing Agenda	 (http://plann
2/9/2022	ZA- 2021- 1985- CUB	659 South Broadway, Unit GL106		
2/9/2022	ZA- 2021- 1243- CU	14814-14818 West Calvert Street		
2/9/2022	ZA- 2021- 526- CUB- CUX	607 South Park View Street		
2/9/2022	ZA- 2021- 3034- CUB-	1123-1127 South Crenshaw Boulevard		

CUX Case				
Date	Number	Address	Notes	Agenda
2/9/2022		DETERMINATION TO CONTINUE HOLDING MEETINGS VIA TELECONFERENCE	East Los Angeles Area Planning Commission Meeting Agenda	 (http://plann
2/9/2022	CPC- 2017- 4219- VCU- SPE- DRB- SPP- MSP	16100-16180 W Mulholland Drive		
2/8/2022	ZA- 2021- 4051- CUB	5230 West Santa Monica Boulevard, Los Angeles, CA 90029		
2/8/2022		MEETING CANCELED No Cases Scheduled	Central Area Planning Commission Meeting Agenda - Canceled	 (http://plann
2/8/2022		1740 North Hollywood Avenue 333 Boylston Street 5230 West Santa Monica Boulevard	Valley/Central ZA Hearing Agenda	 (http://plann
2/8/2022	ZA- 2021- 5311- ZAA	1740 North Hollywood Avenue, Los Angeles, CA 90027		





2/8/2022 Date	Case Number	333 Boylston Address Street	Notes	Agenda
	7012- SPP- CUB- CUX			
2/8/2022	APCSV- 2018- 5294- SPE- ZAA- ZAD- DRB- SPP- MSP	13375-13411- Mulholland Drive		
2/7/2022	DIR- 2021- 6788- CDP	2433 South Bryan Avenue		
2/7/2022	DIR- 2021- 5075- CDP- MEL	354-356 West 13th Street, San Pedro, CA 90731		
2/7/2022	DIR- 2021- 9140- CDP	1201 South Abbot Kinney Boulevard, 90291		
2/7/2022	DIR- 2021- 820- CDP-	636 East Sunset Avenue		

Date	Number	Address	Notes	Agenda
2/7/2022		DIR-2021-3762- CDP-MEL (382 N Aderno Way) DIR- 2021-6788-CDP (2433 Bryan Avenue) DIR-2021- 5075-CDP-MEL (356 W 13th Street) DIR-2021-9140- CDP (1201 Abbot Kinney Blvd) DIR- 2021-820-CDP-MEL (636 Sunset Ave Venice)	CDP COASTAL DEVELOPMENT PROJECTS	 (http://plann
2/7/2022	DIR- 2021- 3762- CDP- MEL	382 north aderno way (400 north amo way) pacific palisades, ca 90272		
2/3/2022		13858 and 13864 West Foothill Boulevard	North Valley Area Planning Commission Meeting Agenda	 (http://plann
2/2/2022		15500 North Stephen S. Wise Drive	South Valley ZA Hearing Agenda	 (http://plann



2/2/2022 Date	ZA- Case Number 1989- 0147- CUZ- PA3	15500 North Stephen S. Wise Address Drive	Notes	Agenda
2/2/2022		7830 South Berger Avenue	West Los Angeles Planning Area Commission Agenda	 (http://plann
2/2/2022	ZA- 2019- 6369-F- 1A	7830 South Berger Avenue	West Los Angeles Area Planning Commission - Hearing	
2/2/2022	CPC- 2017- 0467- GPA- VZC- HD-SPR and VTT- 74865	650-676 South San Vicente Boulevard	Public Hearing Notice	
2/2/2022		650-676 South San Vicente Boulevard	Joint Hearing Officer and Deputy Advisory Agency Agenda (Central) for CPC- 2017-0467-GPA-VZC- HD-SPR and VTT- 74865 for Wednesday, February 2, 2022	 (http://plann
2/2/2022		9901 Washington Boulevard, #102	ZA Agenda (West Los Angeles) for ZA- 2021-8184-CUB for Wednesday, February 2. 2022	 (http://plann

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Date	Case Number	Address	Notes	Agenda
2/2/2022	ZA-2021-8184-CUB	9901 Washington Boulevard, #102	Public Hearing Notice	
2/1/2022		22001 Ventura Boulevard and 6500-6520 North Canoga Avenue; 21301-21311 West Victory Boulevard, Unit D	ZA Agenda (South Valley) for ZA-2021-9299-CUB and ZA-2003-4726-CUB-PA1 for Tuesday, February 1, 2022	 (http://plann
2/1/2022	ZA-2021-9299-CUB	22001 Ventura Boulevard	Public Hearing Notice	
2/1/2022	ZA-2003-4726-CUB-PA1	6500-6520 North Canoga Avenue; 21301-21311 West Victory Boulevard, Unit D	Public Hearing Notice	
2/1/2022		5317 East York Boulevard	ZA Agenda (East Los Angeles) for ZA-2021-8612-ZA	 (http://plann
2/1/2022	ZA-2021-8612-ZV	5317 East York Boulevard	Public Hearing Notice	
2/1/2022		Harbor Meeting Agenda	Harbor Meeting Agenda	 (http://plann

Date	Case Number	Address	Notes	Agenda
2/1/2022		Adoption of the Resolution AB 361	South Los Angeles Area Planning Commission Agenda Package	 (http://plann
2/1/2022		12964 West Panama Street	ZA Agenda (West Los Angeles) for ZA-2021-6853-CUB for Tuesday, February 1, 2022	 (http://plann
2/1/2022	ZA-2021-6853-CUB	12964 West Panama Street	Public Hearing Notice	
1/27/2022		South Valley Area Planning Commission Canceled	South Valley Area Planning Commission Agenda Package- Canceled	 (http://plann
1/27/2022		2417 – 2455 North Thomas Street; 2428 – 2436 North Gates Street; 3160 West Geneva Street; 2107 – 2121 South Westwood Boulevard; 640 – 657 Mesquit Street; 1585 East Jesse Street; 640 – 648 Santa Fe Avenue	Corrected CPC Meeting Agenda	 (http://plann




1/26/2022 Date	Case Number	Canceled Meeting Agenda Address	Canceled Meeting Agenda Notes	 Agenda (http://plann
1/26/2022		19245 West Roscoe Boulevard, (19239 - 19265) West Roscoe Boulevard,	Valley ZA Hearing Agenda	 (http://plann
1/26/2022	ZA- 2021- 2534- CUB	19245 West Roscoe Boulevard, (19239 - 19265) West Roscoe Boulevard,		
1/25/2022		843-847 South Sherbourne Avenue	Central Area Planning Commission Meeting Agenda	 (http://plann
1/25/2022		1654 West Fair Park Avenue	Central ZA Hearing Agenda	 (http://plann
1/25/2022	ZA- 2021- 7166- ZAD	1654 West Fair Park Avenue		
1/24/2022	CPC- 2021- 2221- CU-SPP	7331 W. Valmont Street		
1/20/2022	ZA- 2021- 5198- CDP- MEL- ZAA	15315 West Earlham Street		


1/20/2022	Case Number	North Valley Area Planning	North Valley Area Planning	 Agenda (http://plann
		Commission Agenda-Canceled	Commission Agenda Package-Canceled	
1/20/2022		841 East Superba Avenue 491 North Tigertail Road 15315 West Earlham Street	West LA ZA Hearing Agenda	 (http://plann
1/20/2022	ZA- 2020- 5887- ZAD	491 North Tigertail Road		
1/19/2022		3822 West Sunset Boulevard	ZA Agenda (East Los Angeles) for ZA- 2021-8526-CUB for Wednesday, January 19, 2022	 (http://plann
1/19/2022	ZA- 2021- 8526- CUB	3822 West Sunset Boulevard	Public Hearing Notice	
1/19/2022	AA- 2021- 3676- PMLA- HCA-CN	4332 North Alcove Avenue	Public Hearing Notice	
1/19/2022		4332 North Alcove Avenue	Deputy Advisory Agency Agenda	 (http://plann




Date	Case Number	Address	(South Valley) for AA-2021-3676-PMLA-HCA-CN for Notes	Agenda
			Wednesday, January 19, 2022	
1/19/2022	CPC-2018-6693-GPA-SP-SPP, ZA-2016-1381-PAB-PA1, & DIR-2008-2279-SPP-M3	1005-1015 W. Chick Hearn Court, 1015 S. Georgia Street, and 1000 W. Olympic Boulevard	Public Hearing Notice	
1/19/2022		1005-1015 W. Chick Hearn Court, 1015 S. Georgia Street and 1000 W. Olympic Boulevard		 (http://plann
1/19/2022		1201 S. Figueroa Street	CPC-2019-4572-GPA-VCZ-HD-SP-SN First Addendum to ENV-2011-0585-EIR	 (http://plann
1/19/2022	CPC-2019-4572-GPA-	1201 South Figueroa Street	Public Hearing Notice	



Date	Case Number Case Number SN	Address	Notes	Agenda
1/19/2022		22 and 22 ½ East Paloma Avenue	West Los Angeles Planning Area Commission Corrected Agenda	 (http://plann
1/19/2022		3732 West 6th Street	ZA Agenda (Central) for ZA-2021-7637- CUB for Wednesday, January 19, 2022	 (http://plann
1/19/2022	ZA- 2021- 7637- CUB	3732 West 6th Street	Public Hearing Notice	
1/19/2022		16057-16061 Vanowen Street	Valley ZA Hearing Agenda	 (http://plann
1/19/2022	ZA- 2021- 1785- CUB	16057-16061 Vanowen Street		
1/19/2022	AA- 2021- 5937- PMLA- HCA-CN	10534 and 10536 West Ayres Avenue	Public Hearing Notice	
1/19/2022		10534 and 10536 West Ayres Avenue	Deputy Advisory Agency Agenda (West Los Angeles) for AA-2021-5937- PMLA-HCA-CN for Wednesday, January	 (http://plann




			19, 2021	
Date	Case Number	Address	Notes	Agenda
1/18/2022		7000-7010 West Melrose Avenue & 645 North Sycamore Avenue	Hearing Officer Agenda (Central) for CPC-2021-7217-DB- VHCA for Tuesday, January 18, 2022	 (http://plann
1/18/2022	CPC- 2021- 7217- DB- VHCA	7000-7010 West Melrose Avenue & 645 North Sycamore Avenue	Public Hearing Notice	
1/18/2022	ZA- 2014- 2106- CUB- PA1	5045-5047 North Eagle Rock Boulevard		
1/18/2022		Canceled Harbor Agenda	Canceled Harbor Agenda	 (http://plann
1/18/2022		South Los Angeles Area planning Commission- Canceled	South Los Angeles Area Planning Commission Agenda Package- Canceled	 (http://plann
1/18/2022		1914 Laurel Canyon Road 100 South Grand Avenue 5045- 5047 North Eagle Rock Boulevard	Central ZA Hearing Agenda	 (http://plann
1/18/2022		1914 Laurel Canyon Road 5045-5047 North	Corrected Central ZA Hearing Agenda	 (http://plann

Date	Case Number	Eagle Rock Boulevard Address	Notes	Agenda
1/18/2022	ZA-2021-3224-ZAD	1914 Laurel Canyon Road		
1/13/2022	ZA-2021-2139-CUB-ZV	1360 South Westwood Boulevard		
1/13/2022		Resolution AB361	North Valley Area Planning Commission Special Meeting Agenda	 (http://plann
1/13/2022		Resolution Adoption AB361	South Valley Area Planning Commission Agenda Package	 (http://plann
1/13/2022		711 – 723 North Lillian Way; 3209 – 3227 West Sunset Boulevard; 121 West 3rd Street; 252 South Spring Street; 244 – 246 South Spring Street; 505 – 517 North Hoover Street; 2512 – 2514 South Centinela Avenue	CPC Meeting Agenda	 (http://plann
1/13/2022	DIR-	2512 - 2514 South		



Date	2020- Case Number TOC- HCA	Centinela Avenue Address	Notes	Agenda
1/13/2022		2404 South Wilson Avenue 17 West Jib Street 1360 South Westwood Boulevard	West LA ZA Hearing Agenda	 (http://plann
1/13/2022	ZA- 2021- 4323- CDP- ZAA	2404 South Wilson Avenue		
1/13/2022	ZA- 2021- 406- CDP- SPP- MEL- ZV-ZAA	17 West Jib Street	CORRECTED NOTICE	
1/12/2022	ZA- 2021- 2949- CUB-CU	ZA-2021-2949- CUB-CU		
1/12/2022	DIR- 2021- 346- CDP- SPP- MEL; AA- 2021- 347- PMLA- CC	3818 South Pacific Avenue		

Date	Case Number	Address	Notes	Agenda
1/12/2022	DIP- 2021- 346- CDP- SPP- MEL	3818 South Pacific Avenue, 1-4		
1/12/2022	ZA- 2020- 6791- CUW	4921 Kester Avenue		
1/12/2022	VTT- 83081- SL-HCA	1840 West Adams Boulevard		
1/12/2022		1840-1848 W Adams Boulevard/VTT- 83081-SL-HCA	Subdivision/Hearing Officer	 (http://plann
1/12/2022		East LA Meeting Agenda	East LA Meeting Agenda	 (http://plann
1/12/2022		11834 West Ventura Boulevard 9346-9350 North Corbin Avenue 4921 Kester Avenue	Valley ZA Hearing Agenda	 (http://plann
1/12/2022	ZA- 2010- 3193- CU-PA2	11834 West Ventura Boulevard		
1/12/2022	AA-	1465 - 1467 South		


Date	2020- Case Number 7465- PMLA-	Cardiff Avenue Address	Notes	Agenda
	CN- HCA- M1			
1/12/2022		1465-1467 S. Cardiff Ave/AA- 2020-7465-PLMA- SL-M1 3818 South Pacific Ave/AA- 2021-347-PMLA- CC	Subdivision/Hearing Officer	 (http://plann
1/11/2022	ZA- 2020- 5987- ZV	1830-1849 North Blue Heights Drive		
1/11/2022		6201 West Franklin Avenue (6201 and 6205 West Franklin Avenue, 1907 North Vista Del Mar Avenue)	Central Area Planning Commission Meeting Agenda	 (http://plann
1/11/2022	ZA- 2020- 7462- CU-1A	6201 West Franklin Avenue	Central Area Planning Commission - Hearing	
1/11/2022	ZA- 2020- 7462- CU-1A	6201 West Franklin Avenue (6201 and 6205 West Franklin Avenue, 1907 North Vista Del	Central Area Planning Commission - Hearing	

	Case	Mar Avenue)		
Date	Number	Address	Notes	Agenda
1/11/2022		812 West Avenue	Central ZA Hearing	
		37 771 North Virgil Avenue 1830-1849 North Blue Heights Drive	Agenda	(http://plann
1/11/2022	ZA-2020-2035-ZAD-SPP	812 West Avenue 37		
1/11/2022	ZA-2021-5798-CUB	771 North Virgil Avenue		
1/6/2022	ZA-2021-6028-F	671 and 677 North Nimes Road, 90077		
1/6/2022	ZA-2021-2077-CU	4410 Jefferson Boulevard; 3416 Chesapeake Avenue; 3417 Potomac Avenue	CORRECTED NOTICE	
1/6/2022		Canceled Agenda	Canceled Agenda	 (http://plann
1/6/2022		723, 727, 729, 733 South Lincoln Boulevard and 841 East Indiana Avenue 1647 South Crescent	West/South LA ZA Hearing Agenda	 (http://plann

Date	Case Number	Address	Notes	Agenda
		Place 671 and 677 North Nimes Road 4410 Jefferson Boulevard; 3416 Chesapeake Avenue; 3417 Potomac Avenue		
1/6/2022	ZA- 2020- 7884- CUB	723, 727, 729, 733 SOUTH LINCOLN BOULEVARD AND 841 EAST INDIANA AVENUE		
1/6/2022	ZA- 2021- 3376- CDP- SPP- ZAA	1647 South Crescent Place		
1/5/2022	VTT- 83142	5041-5057 North Lankershim & 11121 West Hesby Street	Public Hearing Notice	
1/5/2022		5041-5057 North Lankershim & 11121 West Hesby Street	Joint Hearing Officer & Deputy Advisory Agency Agenda (South Valley) for VTT-83142 and CPC- 2020-6950-GPA-VZC- HD-ZAA-CU-CUB-SPR for Wednesday, January 5, 2022	 (http://plann
1/5/2022		WEST LOS ANGELES AREA	WEST LOS ANGELES AREA PLANNING	 (http://plann

Date	Case Number	PLANNING COMMISSION Address	COMMISSION *CORRECTED Notes	http://planning.commission.org Agenda
		*CORRECTED REGULAR MEETING AGENDA		
1/5/2022	AA-2021-6857-PMLA-HCA	1207 North Commonwealth Avenue	Public Hearing Notice	
1/5/2022		1207 North Commonwealth Avenue	Deputy Advisory Agency Agenda (Central) for AA-2021-6857-PMLA-HCA for Wednesday, January 5, 2022	 (http://planning.commission.org)
1/5/2022		4701 East York Boulevard	ZA Agenda (East Los Angeles) for ZA-2021-8188-CUB for Wednesday, January 5, 2022	 (http://planning.commission.org)
1/5/2022	ZA-2021-8188-CUB	4701 East York Boulevard	Public Hearing Notice	
1/4/2022		17500-17526 West Burbank Boulevard	ZA Agenda (South Valley) for ZA-2021-5717-ELD-SPR for January 4, 2022	 (http://planning.commission.org)
1/4/2022	ZA-	17500-17526 West	Public Hearing	

Date	2021-Case-Number 5717-ELD-SPR	Burbank Boulevard Address	Notice Notes	Agenda
1/4/2022		1645 North Wilcox Avenue	ZA Agenda (Central) for ZA-2021-5439-CUB-CUX for Tuesday, January 4, 2022	 (http://plann
1/4/2022	ZA-2021-5439-CUB-CUX	1645 North Wilcox Avenue	Public Hearing Notice	
1/4/2022		Resolution AB361	Harbor APC Regular Meeting	 (http://plann
1/4/2022		Resolution Adoption AB 361	South Los Angeles Area Planning Commission Agenda Package	 (http://plann
1/4/2022		453-461 South Spring Street; 205-211 West 5th Street 4567 East Carter Drive	Central ZA Hearing Agenda	 (http://plann
1/4/2022	ZA-2020-7899-CUB-CUX	453-461 South Spring Street; 205-211 West 5th Street		
1/4/2022	ZA-2020-2416-ZAD	4567 East Carter Drive, 90032		

1/3/2022 Date	Case Number	760 East Vernon Address Avenue/DIR-2021- 8365-CDP-MEL	Notes	 Agenda (http://plann
1/3/2022	DIR- 2021- 8365- CDP- MEL	760 East Vernon Avenue, 90291		

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VIA E-MAIL

March 23, 2022

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RE: 1715-1739 N. Bronson Ave. Project (Case #s: VTT-83510-CN-HCA;
CPC-2021-6886-DB-SPR-WDI-HCA; ENV-2021-6887-CE).

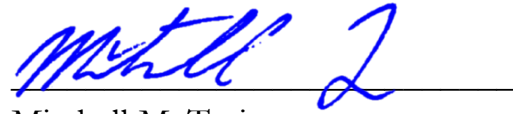
Dear Mr. Bertoni, Ms. Wolcott, and Ms. Carter:

On behalf of the Southwest Regional Council of Carpenters (“**SWRCC**” or “**Southwest Carpenters**”), my Office is submitting these comments on the project proposed at 1715-1739 N. Bronson Ave. (“**Project**”) and requesting various approvals and actions from the City of Los Angeles (“**City**” or “**Lead Agency**”). The Project will be coming before the Deputy Advisory Agency and Hearing Officer on March 23, 2022, at 10:30am, seeking approvals of Case #s: VTT-83510-CN-HCA; CPC-2021-6886-DB-SPR-WDI-HCA, and a CEQA exemption for Case # ENV-2021-6887-CE.

The Southwest Carpenters would like to express their support for this Project. After received clarification and further information about this Project, SWRCC believes that this Project will benefit the environment and the local economy by utilizing a local skilled and trained workforce and will be built utilizing protocols that will protect worker health and safety.

If the City has any questions or concerns, feel free to contact my Office.

Sincerely,



Mitchell M. Tsai

Attorneys for Southwest Regional
Council of Carpenters

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MARC D. JOSEPH
DANIEL L. CARDOZO

March 23, 2022

*Not admitted in California.
Licensed in Colorado.

VIA EMAIL ONLY

Deputy Advisory Agency, and Hearing Officer
c/o Michelle Carter, City Planning Associate
City of Los Angeles
Department of City Planning
200 North Spring Street, Room 763
Los Angeles, CA 90012
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Re: Agenda Item No. 2: Bronson Residential Tower Project (VTT-83510-CN-HCA, CPC-2021-6886-DB-SPR-WDI-HCA, ENV-2021-6887-CE)

Dear Hearing Officer and Ms. Carter:

On behalf of Coalition for Responsible Equitable Economic Development Los Angeles ("CREED LA"), we hereby submit comments for consideration by the City of Los Angeles ("City") Department Of City Planning, Subdivisions and Hearing Officer ("Hearing Officer") on Agenda Item 2 at the March 23, 2022 hearing for the Vesting Tentative Tract Map ¹("VTTM") for the Bronson Residential Tower Project ("Project") (VTT-83510-CN-HCA, CPC-2021-6886-DB-SPR-WDI-HCA, ENV-2021-6887-CE) proposed by 1717 Bronson LLC ("Applicant").² These comments also address the City's Categorical Exemption Document³ ("Categorical Exemption" or "CE"), which incorrectly proposes to exempt the Project from environmental review

¹ City of Los Angeles, Department of City Planning, Staff Report, VTT-83510-CN (March 23, 2022) available at https://planning.lacity.org/plndoc/Staff_Reports/2022/03-23-2022/Final_VTT_83510_CN_HCA_Staff_Report.pdf

² City of Los Angeles Department of City Planning, <https://planning.lacity.org/pdiscaseinfo/caseid/MjQ5OTYx0>.

³ City of Los Angeles Department of City Planning, Categorical Exemption, Bronson Residential Tower Project, Case Number: ENV-2021-6887-EAF (February 2022).
L-6058-003j

pursuant to the California Environmental Quality Act (“CEQA”).⁴ The Project’s VTTM and Categorical Exemption will be considered by the Hearing Officer on behalf of the City Planning Commission (“CPC”) at the March 23, 2022 joint meeting of the Deputy Advisory Agency and Hearing Officer.⁵

The Project proposes to construct a 24-story, 229,015-square-foot residential building, with 128 dwelling units, three levels of above-ground parking, and one subterranean parking level. Of the 128 dwelling units, 11 units would be set aside for Very Low Income Households. The Project would also include 17,778 square feet of open space and 134 vehicle parking spaces.⁶ The 0.86-acre Project Site is located at 1725, 1729, and 1739 North Bronson Avenue at the southwest corner of Carlos Avenue and Bronson Avenue in the Hollywood Community Plan area of the City. The Assessor Parcel Numbers (“APNs”) for the Project Site are 5545-003-014, 5545-003-023, and 5545-003-029.

The Project Site is bordered on the north by Carlos Avenue, on the south by a restaurant, on the west by a Los Angeles County Superior Court building and associated parking, and to the east by Bronson Avenue. Land uses in the greater Project Site area include US 101 Freeway and commercial and residential uses to the north; Hollywood Boulevard and commercial uses to the south; commercial uses to the west; and the US 101 Freeway and commercial and residential uses to the east. The northern portion of the Project Site is currently vacant but was previously developed with four residential units. The northern portion is used as surface parking. The southern portion of the Project Site is developed with a two-story residential building and a barn known as the Lombardi Structures. There are 22 trees on the Project Site and 8 street trees located in the public right of-way (“ROW”) along Bronson Street.⁷

Regional access to the Project Site is provided by the US 101 Freeway located just to the east of the Project Site. The Project Site is zoned R4-2 (Multiple Dwelling Zone, Height District 2) and C4-1-SN (Commercial Zone, Height District 1, Sign

⁴ Pub. Resources Code (“PRC”) §§ 21000 et seq.; 14 Cal. Code Regs. (“CCR” or “CEQA Guidelines”) §§ 15000 et seq.

⁵ City of Los Angeles, Notice of Public Hearing, 1715-1739 North Bronson Avenue (March 23, 2022) <https://planning.lacity.org/dcpapi/meetings/document/71659>

⁶ CE, p. 1.

⁷ CE, p. 2.

District), with General Plan land use designations of High Density Residential and Highway Oriented Commercial. The Project Site is also located within the boundaries of the following:

- ZI-2452 Transit Priority Area in the City of Los Angeles
- ZI-2374 State Enterprise Zone: Los Angeles
- ZI-2488 Redevelopment Project Area: Hollywood
- ZI-2330 Sign District: Hollywood Signage (CRA Area)
- ZI-2331 Sign District: Hollywood Signage (Media District)
- ZI-2433 Revised Hollywood Community Plan Injunction
- ZI-2427 Freeway Adjacent Advisory Notice for Sensitive Uses
- ZI-2492 Hollywood Redevelopment Project Area Individual Historic Resources
- ZI-2424 Mitigation Measures for Certain Residential Densities Near Freeway⁸

The Project site is within a “disadvantaged community,” meaning the community is “disproportionately affected by environmental pollution and other hazards that can lead to negative public health effects, exposure or environmental degradation” and the community contains “concentrations of people that are of low income, high unemployment, low levels of home ownership, high rent burden, or low levels of educational attainment.”⁹ Construction and operation of the Project would further exacerbate the already disproportionate environmental impacts to the neighboring community.

The Project requires the following approvals from the City:

- 1) A 35 percent ministerial density bonus pursuant to LAMC Section 12.22 A.25(c)(1) to permit a maximum residential density of 133 dwelling units (4 existing dwelling units and 128 new dwelling units) with 11 dwelling units (11 percent of the base density) reserved for Very Low Income Households;
- 2) A Site Plan Review pursuant to LAMC Section 16.05 a development project resulting in an increase of 50 or more dwelling units;
- 3) An On-menu incentive pursuant to LAMC Section 12.22 A.25(g)(8) to allow an averaging of floor area, density, open space, and parking over the Project Site;

⁸ CE, p. 3.

⁹ Health and Safety Code § 39711(a).
L6058-003j

- 4) An Off-menu incentive pursuant to LAMC Section 12.22 A.25(g)(3) to allow a maximum floor area of 234,745 square feet or a corresponding floor area ratio of 6.74:1 averaged across the site in lieu of the otherwise permitted 1.5:1 in the C4-1-SN zoned portion of the Project Site and 6:1 in the R4-2 zoned portion of the site;
- 5) A Waiver of development standard pursuant to California Government Code Section 65915(e)(1) to reduce the side yard along Bronson Avenue and eliminate the side yard along the west side of the property in lieu of the otherwise required 16-foot side yards at both locations;
- 6) A Waiver of development standard pursuant to California Government Code Section 65915(e)(1) to allow reduced building separation of 13 feet in lieu of the otherwise required 54 feet per LAMC Section 12.21 C.2;
- 7) A maximum required parking ratio of 0.5 spaces per unit pursuant to California Government Code Section 65915(p)(2)(A);
- 8) A Vesting Tentative Tract Map for merger and condominium purposes pursuant to LAMC Section 17.06 A; and
- 9) A Waiver of dedications and improvements (WDIs) pursuant to LAMC Section 12.37 I to waive a nine-foot dedication and improvement requirement along the property's entire eastern lot line (along Bronson Avenue) and a four-foot dedication and improvement requirement along Carlos Avenue.¹⁰

Our review of the proposed VTTM Findings, Categorical Exemption and accompanying technical reports demonstrates that the Project will result in potentially significant environmental impacts that the City failed to disclose or mitigate, and as such, does not qualify for a Class 32 exemption or any other CEQA exemption. As described below in the attached expert reports, the proposed Project will result in significant impacts relating to air quality, noise, and transportation and may not be adequately served by all required utilities and public services. The Project thus fails to meet the facial requirements to qualify for a Class 32 Categorical Exemption.

Furthermore, categorical exemptions necessarily include an implied finding that the project has no significant effect on the environment. Public agencies utilizing such exemptions must support their determination with substantial evidence.¹¹ The Categorical Exemption lacks substantial evidence to support a conclusion that the Project meets the Class 32 exemption requirements and is not

¹⁰ CE, p. 1.

¹¹ PRC § 21168.5.
L6058-003j

subject to any exceptions to categorical exemptions. Rather, the record shows that the Project is likely to result in potentially significant impacts that were not disclosed or analyzed by the City before it concluded that the Project is exempt from CEQA review. An environmental impact report (“EIR”) is required to analyze and mitigate these impacts.

Finally, even if the Project qualified for a categorical exemption, there is substantial evidence demonstrating that the Project has potentially significant environmental impacts related to air quality, construction noise and transportation. These impacts render any categorical exemption inapplicable.¹²

We prepared these comments with the assistance of air quality and hazards expert James Clark, Ph.D, noise expert Derek Watry, and transportation impacts expert Daniel Smith. Dr. Clark’s, Mr. Watry’s and Mr. Smith’s technical comments and curriculum vitae are attached hereto as Exhibits A, B and C respectively.^{13 14 15} Dr. Clark concludes that the Project’s proximity to a major freeway put the future residents at risk of potentially significant health risk impacts. Additionally, Dr. Clark concludes that the City failed to consider the cumulative air quality impacts of the Project. Mr. Watry found that the Project’s construction noise impacts are far more severe than estimated by the City. Finally, Mr. Smith found that the Project will result in significant transportation impacts that were not considered by the City. The City failed to accurately disclose the severity of these impacts and fails to mitigate them by relying on an inapplicable CEQA exemption to approve the Project.

For the reasons discussed herein, we urge the Hearing Officer to find that the Project does not qualify for the Class 32 exemption proposed by the City, and remand the Project to Staff to prepare a legally adequate EIR to fully disclose and mitigate the Project’s potentially significant environmental impacts.

^{12 14} CCR § 15300.2 (b), (c).

¹³ **Exhibit A**, James Clark, Comments On Categorical Exemption For Bronson Residential Tower Project Case No. ENV-2021-6887-EAF (March 22, 2022) (“Clark Comments”).

¹⁴ **Exhibit B**, Derek Watry, Bronson Residential Tower Project Los Angeles, California, Review and Comment on Categorical Exemption Noise Analysis (March 21, 2022) (“Watry Comments”).

¹⁵ **Exhibit C**, Daniel Smith, Bronson Residential Tower Project (Case #: 2021-6887-EAF) (March 22, 2022) (“Smith Comments”).

I. STATEMENT OF INTEREST

CREED LA is an unincorporated association of individuals and labor organizations that may be adversely affected by the potential public and worker health and safety hazards, and the environmental and public service impacts of the Project. The coalition includes the Sheet Metal Workers Local 105, International Brotherhood of Electrical Workers Local 11, Southern California Pipe Trades District Council 16, and District Council of Iron Workers of the State of California, along with their members, their families, and other individuals who live and work in the City of Los Angeles.

Individual members of CREED LA and its member organizations, including John Ferruccio, Jorge L. Aceves, John P. Bustos, Gerry Kennon and Chris S. Macias live, work, recreate and raise their families in the City of Los Angeles and surrounding communities. Accordingly, they would be directly affected by the Project's environmental and health and safety impacts. Individual members may also work on the Project itself. They will be first in line to be exposed to any health and safety hazards that exist onsite.

In addition, CREED LA has an interest in enforcing environmental laws that encourage sustainable development and ensure a safe working environment for its members. Environmentally detrimental projects can jeopardize future jobs by making it more difficult and more expensive for business and industry to expand in the region, and by making the area less desirable for new businesses and new residents. Indeed, continued environmental degradation can, and has, caused construction moratoriums and other restrictions on growth that, in turn, reduce future employment opportunities.

II. THE PROPOSED EXEMPTION DETERMINATION FAILS TO COMPLY WITH CEQA'S PURPOSE AND GOALS

CEQA requires that an agency analyze the potential environmental impacts of its proposed actions in an EIR except in certain limited circumstances.¹⁶ The EIR is the very heart of CEQA.¹⁷ "The foremost principle in interpreting CEQA is that

¹⁶ See, e.g., PRC § 21100.

¹⁷ *Dunn-Edwards v. BAAQMD* (1992) 9 Cal.App.4th 644, 652.
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the Legislature intended the act to be read so as to afford the fullest possible protection to the environment within the reasonable scope of the statutory language.”¹⁸

CEQA has two primary purposes. First, CEQA is designed to inform decision makers and the public about the potential, significant environmental effects of a project.¹⁹ “Its purpose is to inform the public and its responsible officials of the environmental consequences of their decisions before they are made. Thus, the EIR ‘protects not only the environment but also informed self-government.’”²⁰ The EIR has been described as “an environmental ‘alarm bell’ whose purpose it is to alert the public and its responsible officials to environmental changes before they have reached ecological points of no return.”²¹

Second, CEQA requires public agencies to avoid or reduce environmental damage when “feasible” by requiring “environmentally superior” alternatives and all feasible mitigation measures.²² The EIR serves to provide agencies and the public with information about the environmental impacts of a proposed project and to “identify ways that environmental damage can be avoided or significantly reduced.”²³ If the project will have a significant effect on the environment, the agency may approve the project only if it finds that it has “eliminated or substantially lessened all significant effects on the environment where feasible” and that any unavoidable significant effects on the environment are “acceptable due to overriding concerns.”²⁴

Under CEQA, mitigation measures must be fully enforceable through permit conditions, agreements or other legally binding instruments.²⁵ A CEQA lead agency is precluded from making the required CEQA findings to approve a project unless the record shows that all uncertainties regarding the mitigation of impacts have been resolved. For this reason, an agency may not rely on mitigation measures of

¹⁸ *Communities. for a Better Env. v. Cal. Res. Agency* (2002) 103 Cal. App.4th 98, 109 (“*CBE v. CRA*”).

¹⁹ 14 Cal. Code Regs. § 15002(a)(1).

²⁰ *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal. 3d 553, 564.

²¹ *Berkeley Keep Jets Over the Bay v. Bd. of Port Comm’rs.* (2001) 91 Cal. App. 4th 1344, 1354 (“*Berkeley Jets*”); *County of Inyo v. Yorty* (1973) 32 Cal.App.3d 795, 810.

²² 14 CCR § 15002(a)(2) and (3); *see also Berkeley Jets*, 91 Cal.App.4th at 1354; *Citizens of Goleta Valley*, 52 Cal.3d at p. 564.

²³ 14 Cal. Code Regs. §15002(a)(2).

²⁴ PRC § 21081; 14 CCR § 15092(b)(2)(A) & (B).

²⁵ CEQA Guidelines, § 15126.4, subd. (a)(2).

uncertain efficacy or feasibility.²⁶ This approach helps “ensure the integrity of the process of decision by precluding stubborn problems or serious criticism from being swept under the rug.”²⁷

CEQA identifies certain classes of projects which are exempt from the provisions of CEQA, called categorical exemptions.²⁸ Categorical exemptions apply to certain narrow classes of activities that generally do not have a significant effect on the environment.²⁹ Public agencies utilizing such exemptions must support their determination with substantial evidence.³⁰ CEQA exemptions are narrowly construed and “[e]xemption categories are not to be expanded beyond the reasonable scope of their statutory language.”³¹ Erroneous reliance by a lead agency on a categorical exemption constitutes a prejudicial abuse of discretion and a violation of CEQA.³² “[I]f the court perceives there was substantial evidence that the project might have an adverse impact, but the agency failed to secure preparation of an EIR, the agency’s action must be set aside because the agency abused its discretion by failing to follow the law.”³³

CEQA also contains several exceptions to categorical exemptions. In particular, a categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment, including (1) when “the cumulative impact of successive projects of the same type in the same place, over time is significant.”³⁴ An agency may not rely on a categorical exemption if to do so would require the imposition of mitigation measures to reduce potentially significant effects.³⁵

²⁶ *Kings County Farm Bureau v. County of Hanford* (1990) 221 Cal.App.3d 692, 727-28 (a groundwater purchase agreement found to be inadequate mitigation because there was no record evidence that replacement water was available).

²⁷ *Concerned Citizens of Costa Mesa, Inc. v. 32nd Dist. Agricultural Assn.* (1986) 42 Cal.3d 929, 935.

²⁸ PRC § 21084(a); 14 CCR §§ 15300, 15354.

²⁹ PRC § 21084(a); 14 CCR §§ 15300, 15354.

³⁰ PRC § 21168.5.

³¹ *Mountain Lion Found. v. Fish & Game Com.* (1997) 16 Cal.4th 105, 125; *McQueen*, 2 Cal.App.3d at 1148.

³² *Azusa*, 52 Cal.App.4th at 1192.

³³ *Dunn-Edwards Corp. v. Bay Area Air Quality Mgmt. Dist.* (1992) 9 Cal.App.4th 644, 656).

³⁴ 14 CCR § 15300.2(b).

³⁵ *Salmon Pro. & Watershed Network v. County of Marin (“SPAWN”)* (2004) 125 Cal.App.4th 1098, 1198-1201.

The Project's Categorical Exemption and its appendices fail to comply with CEQA's basic informational requirements, fail to disclose that the Project may result in significant effects relating to air quality, health risk, transportation, and construction noise. The City failed to require any mitigation measures to mitigate these potentially significant impacts. Ultimately, the City lacks substantial evidence to support its findings that a categorical exemption from CEQA review applies, and must instead prepare an EIR to fully disclose and mitigate the Project's potentially significant environmental impacts.

"[A]n agency may not apply a categorical exemption without considering evidence in its files of potentially significant effects, regardless of whether that evidence comes from its own investigation, the proponent's submissions, a project opponent, or some other source... if those files contain 'substantial evidence' of a mere 'fair argument' that the project will have significant environmental effects, the agency may not apply a categorical exemption."³⁶ Here, the City has applied a Class 32 Categorical exemption without fully analyzing the potentially significant effects of the Project. The record shows, and these comments detail, that there is substantial evidence supporting a fair argument that the Project will have significant environmental effects. An EIR must be prepared to adequately analyze and mitigate all potentially significant impacts and all significant environmental effects associated with the Project's cumulative impacts.

III. THE PROJECT DOES NOT QUALIFY FOR A CLASS 32 CATEGORICAL EXEMPTION FOR INFILL DEVELOPMENT PROJECTS

CEQA is "an integral part of any public agency's decision making process."³⁷ It was enacted to require public agencies and decisionmakers to document and consider the environmental implications of their actions before formal decisions are made.³⁸ CEQA requires an agency to conduct adequate environmental review prior to taking any discretionary action that may significantly affect the environment, unless an exemption applies.³⁹ Categorical exemptions apply to classes of projects that are determined to be exempt because they do not have a significant effect on the environment.⁴⁰ "Thus an agency's finding that a particular proposed project

³⁶ *Id.*

³⁷ PRC § 21006.

³⁸ *Id.*, §§ 21000, 21001.

³⁹ PRC § 21100(a); *see also* CEQA Guidelines § 15004(a).

⁴⁰ *Muzzy Ranch Co. v. Solano County Airport Land Use Com.* (2007) 41 Cal.4th 372, 380. L6058-003j

comes within one of the exempt classes necessarily includes an implied finding that the project has no significant effect on the environment.”⁴¹ “It follows that where there is any reasonable possibility that a project or activity may have a significant effect on the environment, an exemption would be improper.”⁴²

CEQA exemptions must be narrowly construed and are not to be expanded beyond the scope of their plain language.⁴³ They should not be construed so broadly as to include classes of projects that do not normally satisfy the requirements for a categorical exemption.⁴⁴

To qualify for a categorical exemption, a lead agency must provide “substantial evidence to support [its] finding that the Project will not have a significant effect.”⁴⁵ “Substantial evidence” means enough relevant information and reasonable inferences from this information that a fair argument can be made to support a conclusion, even though other conclusions might also be reached. Whether a fair argument can be made that the project may have a significant effect on the environment is to be determined by examining the whole record before the lead agency.⁴⁶ If a court locates substantial evidence in the record to support the agency’s conclusion, the agency’s decision will be upheld.⁴⁷ If, however, the record lacks substantial evidence, as here, a reviewing court will not uphold an exemption determination.

Section 15332 of the CEQA Guidelines provides an exemption from CEQA for projects characterized as in-fill development meeting the conditions:

- (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.

⁴¹ *Davidon Homes v. City of San Jose* (1997) 54 Cal.App.4th 106, 115.

⁴² *Azusa Land Reclamation Co. v. Main San Gabriel Basin Watermaster* (1997) 52 Cal.App.4th 1165, 1191 (“*Azusa Land Reclamation*”), quoting *Wildlife Alive v. Chickering* (1976) 18 Cal.3d 190, 205–206.

⁴³ *Castaic Lake Water Agency v. City of Santa Clarita* (1995) 41 Cal.App.4th 1257.

⁴⁴ *Azusa Land Reclamation* (1997) 52 Cal.App.4th 1165, 1192.

⁴⁵ *Banker’s Hill, Hillcrest, Park West Community Preservation Group v. City of San Diego* (2006) 139 Cal.App.4th 249, 269.

⁴⁶ 14 CCR § 15384.

⁴⁷ *Bankers Hill Hillcrest*, 139 Cal.App.4th at 269.

- (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.

The Class 32 Exemption is facially inapplicable to the Project due to, at a minimum, significant impacts to traffic, air quality, and noise.

A. An Exemption is Inapplicable Because the Project is Not Consistent with the General Plan Designation and all Applicable General Plan Policies

The Project is inconsistent with local plans and policies, which renders the Class 32 exemption inapplicable and constitutes a significant impact under CEQA.⁴⁸ The Applicant in this case has asked for waivers from the City's Mobility Plan requirements with respect to the street right-of-way requirements of the Mobility Plan. Right-of-way requirements, including neighborhood connectivity, pedestrian and bicycle access, and access to key corridors within "mobility-enhanced networks" are fundamental elements of the Mobility Plan.⁴⁹ By waiving right-of-way requirements of the Mobility Plan without mitigation, the Project would be patently inconsistent with the basic priorities of the Plan. Neither the Staff Report nor the Categorical Exemption provide any compelling need to waive the Plan's mobility requirements. As a result, the City lacks substantial evidence to support a finding that the Project is in compliance with the Mobility Plan. Rather, the Project is necessarily inconsistent with the Mobility Plan, which is an element of the City's General Plan.⁵⁰

The City cannot approve this Project under a Class 32 exemption and must prepare an EIR to evaluate and mitigate the Project's impacts relative to the proposed non-compliance with the Mobility Plan.

⁴⁸ Endangered Habitats League, Inc. v. County of Orange (2005) 131 Cal.App.4th 777, 783-4, 32 Cal.Rptr.3d 177; see also, County of El Dorado v. Dept. of Transp. (2005) 133 Cal.App.4th 1376.

⁴⁹ CE, pp. 13-14.

⁵⁰ City of Los Angeles, Mobility, <https://planning.lacity.org/plans-policies/initiatives-policies/mobility> (Accessed March 22, 2022).

B. An Exemption is Inapplicable Because the Project May Result in Significant Effects Related to Air Quality and Health Risk Impacts

The Categorical Exemption fails to analyze and mitigate significant health risk impacts to construction workers, nearby sensitive receptors or future residents of the Project based on the Project's proximity to U.S. Route 101.

i. The City Failed to Assess the Project's Health Risk Impacts

The City lacks substantial evidence to support its reliance on an exemption because the City failed to analyze the health risk impacts of Project construction to on-site workers or nearby sensitive receptors. The Findings provide that the nearest sensitive receptors are the multi-family residential uses located approximately 80 feet to the west of the Project Site.⁵¹ CEQA requires lead agencies to disclose the health risks posed by hazardous air pollutants released during construction on sensitive receptors. Construction workers and nearby residents are sensitive receptors at the greatest risk of exposure due to their close proximity to the Project's TAC emissions during Project construction.

CEQA requires that a project's health risks "must be 'clearly identified' and the discussion must include 'relevant specifics' about the environmental changes attributable to the Project and their associated health outcomes."⁵² Courts have held that an environmental review document must disclose a project's potential health risks to a degree of specificity that would allow the public to make the correlation between the project's impacts and adverse effects to human health.⁵³ Instructively, the Office of Environmental Health Hazard Assessment's ("OEHHA") risk assessment guidelines recommend a formal health risk analysis ("HRA") for short-term construction exposures lasting longer than 2 months and exposures from projects lasting more than 6 months should be evaluated for the duration of the project.⁵⁴

⁵¹ Findings, p. 55.

⁵² *Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502, 518–522; *Bakersfield Citizens for Local Control v. City of Bakersfield* (2004) 124 Cal.App.4th 1184.

⁵³ *Id.*

⁵⁴ Office of Environmental Health Hazard Assessment (OEHHA), Risk Assessment Guidelines: Guidance Manual for Preparation of Health Risk Assessments, February 2015 (OEHHA 2015), Section 8.2.10: Cancer Risk Evaluation of Short Term Projects, pp. 8-17/18; L6058-003j

The construction of this Project will last for 24 months.⁵⁵ The nearest sensitive receptors are the multi-family residential uses located approximately 80 feet (~25 meters) to the west of the Project Site, in addition to Project construction workers.⁵⁶ CEQA requires that the health risk from each of these construction phases on these receptors be quantified and disclosed. And under the OEHHA risk assessment guidelines, which are used throughout California for assessing health risks under CEQA, the Project should be subject to a quantified HRA.

Project construction would produce diesel exhaust which has been linked to a range of serious health problems including an increase in respiratory disease, lung damage, cancer, and premature death. Fine DPM is deposited deep in the lungs in the smallest airways and can result in increased respiratory symptoms and disease; decreased lung function, particularly in children and individuals with asthma; alterations in lung tissue and respiratory tract defense mechanisms; and premature death. Exposure to DPM increases the risk of lung cancer. It also causes non-cancer effects including chronic bronchitis, inflammation of lung tissue, thickening of the alveolar walls, immunological allergic reactions, and airway constriction. DPM is a TAC that is recognized by state and federal agencies as causing severe health risk.

Dr. Clark states that criteria pollutants such as ozone and particulate matter associated with project construction can lead to a host of respiratory impacts and diminishment of quality of life.⁵⁷ Dr. Clark further states that construction may cause nearby sensitive receptors to be subjected to exposure of TACs emitted from Project construction, including DPM.⁵⁸ Dr. Clark concludes that this may constitute a significant health risk impact to the surrounding community.

<https://oehha.ca.gov/air/crnrr/notice-adoption-air-toxics-hot-spots-program-guidance-manual-preparation-health-risk-0>.

⁵⁵ CE, p. 40.

⁵⁶ Clark Comments, p. 7.

⁵⁷ Clark Comments, p. 7.

⁵⁸ Clark Comments, p. 8.

A quantified HRA is commonly conducted to determine if a Project's construction hazardous air pollutant ("HAP") emissions would cause a significant health impact.⁵⁹ The HRA is based on pollutants other than conventional air quality pollutants; that is, other than ROG, NO_x, PM₁₀, PM_{2.5}, CO, and SO₂.

Construction equipment emits DPM, which is a HAP and a potent carcinogen.⁶⁰ Construction workers and nearby residents and sensitive receptors will be exposed to DPM emissions during construction. An EIR must be prepared which adequately links the Project's air quality effects to human health consequences.⁶¹

ii. The City Failed to Conduct an HRA to Quantify Potential Health Risk Impacts to Future Residents from the Nearby Freeway

In addition to failing to measure the impacts to nearby residents and construction workers, the City failed to quantify the health risks to the future residents of the Project. Pursuant to City Zoning Information File No. 2424, the City requires health risk assessments to be conducted for all residential projects located within 500 feet of the 101 Freeway that take advantage of any of the increased residential densities provided by the Hollywood Community Plan (i.e. a project that builds more units on a parcel than currently permitted under the existing plan).⁶² ZI-2424 specifies that mitigation measures shall be required at the project level as necessary to reduce health risk (for indoor and outdoor uses) to an

⁵⁹ Office of Environmental Health Hazard Assessment (OEHHA), Risk Assessment Guidelines: Guidance Manual for Preparation of Health Risk Assessment, February 2015; may be requested at <https://oehha.ca.gov/media/downloads/crn/2015guidancemanual.pdf>.

⁶⁰ Cal/EPA OEHHA and American Lung Association of California, Health Effects of Diesel Exhaust; <https://oehha.ca.gov/media/downloads/calenviroscreen/indicators/diesel4-02.pdf>. See also OEHHA, Appendix A: Hot Spots Unit Risk and Cancer Potency Values, p. 1 (DPM unit risk = 3 E-4); <https://oehha.ca.gov/media/CPFs042909.pdf> and OEHHA, Diesel Exhaust Particulate; [https://oehha.ca.gov/chemicals/diesel-exhaust-particulate#:~:text=Cancer%20Potency%20Information&text=Listed%20as%20Particulate%20Emissions%20from,\(ug%2Fm3\)%2D1.](https://oehha.ca.gov/chemicals/diesel-exhaust-particulate#:~:text=Cancer%20Potency%20Information&text=Listed%20as%20Particulate%20Emissions%20from,(ug%2Fm3)%2D1.)

⁶¹ *Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502, 519; *Bakersfield Citizens for Local Control v. City of Bakersfield* (2004) 134 Cal.App.4th 1184, 1220 ("After reading the EIRs, the public would have no idea of the health consequences that result when more pollutants are added to a nonattainment basin. On remand, the health impacts resulting from the adverse air quality impacts must be identified and analyzed in the new EIRs.").

⁶² City Of Los Angeles, Department of City Planning, Zoning Information File, ZI No. 2424 ("ZI-2424"), Mitigation Measures For Certain Freeway Adjacent Residential Densities In Hollywood (August 6, 2012) available at <http://zimas.lacity.org/documents/zoneinfo/zi2424.pdf>
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acceptable level below SCAQMD's adopted thresholds.⁶³ The City recognizes that ZI-2424 applies to this Project⁶⁴ yet failed to perform an HRA to measure the effects of the freeway on the Project's future residents. This is a violation of City's land use mandates as well as CEQA, and demonstrates that the City lacks substantial evidence to support an exemption determination.

The City routinely performs HRAs for Projects that are in close proximity to freeways. For example, there are two projects within 0.25 miles of the Project Site, 6220 Yucca Street Project⁶⁵ and 5750 Hollywood Boulevard Project⁶⁶, for which the City performed health risk analyses of freeway emissions on the projects.

The two nearby projects estimated emissions starting in 2018 for the Hollywood Boulevard Project and 2024 for Yucca Project.⁶⁷ Each of the projects is located approximately 80 meters away from the freeway.⁶⁸ The Bronson Towers Project site is located within 25 meters of the Hollywood Freeway, much closer to the Freeway than the other projects and therefore far more likely to result in significant health impacts.⁶⁹ As Dr. Clark explains in his comments, based on the distance of the Project Site, the calculated DPM and associated HAPs will be 1.5 times higher than the concentrations modeled at Hollywood Boulevard and Yucca Street Project sites. Despite the clear requirement to perform an HRA the City failed to analyze the health risk to future residents posed by the nearby freeway. This error must be corrected and addressed in an EIR for the Project.

iii. The Project Will Result in Significant Air Quality and Public Health Impacts to Future Residents

Dr. Clark found that the Project will result in a significant impact due to its proximity to the freeway. Using inputs from the HRAs for the Yucca and Hollywood

⁶³ ZI-2424, p. 1.

⁶⁴ CE, p. 3.

⁶⁵ City of Los Angeles, 6220 West Yucca Street Mixed Use Project Health Risk Assessment for Freeway Adjacent Projects ("Yucca HRA") (April 2020) available at <https://planning.lacity.org/eir/6220Yucca/deir/Appendices/Apx%20C-2%20-%20Freeway%20HRA.pdf>

⁶⁶ City of Los Angeles, 5750 Hollywood Boulevard Project, Health Risk Assessment Technical Report ("Hollywood HRA") (October 201) available at https://planning.lacity.org/eir/5750HollywoodBlvd/Technical_Appendices/Appendix_E-HRA_Technical_Report.pdf

⁶⁷ Clark Comments, p. 7.

⁶⁸ Clark Comments, p. 7.

⁶⁹ Clerk Comments, p. 7.

Boulevard projects, Dr. Clark was able to estimate the Project's health risk impacts to future residents and found a significant undisclosed and unmitigated impact.

The primary source of particulate matter from freeways is diesel particulate exhaust. Diesel exhaust contains nearly 40 toxic substances, including TACs and may pose a serious public health risk for residents in the vicinity of the Project. TACs are airborne substances that are capable of causing short-term (acute) and/or long-term (chronic or carcinogenic, i.e., cancer causing) adverse human health effects (i.e., injury or illness). TACs include both organic and inorganic chemical substances. The current California list of TACs includes approximately 200 compounds, including particulate emissions from diesel-fueled engines.

Using the outputs from the Yucca Project analyses, the concentrations of TACs at 25 meters from the freeway, which is the distance of the Project Site to the freeway, were calculated for each year of exposure using the weight fractions outlined in the air quality and risk analysis.⁷⁰ Based on his analysis, Dr. Clark determined that the risk from exposure to the chemicals of concern is 11.95 in 1,000,000 which exceeds the CEQA threshold of significance of 10 in 1,000,000.⁷¹

Based on Dr. Clark's analysis, the Project will result in a significant health risk to the future residents. The Class 32 Exemption is facially inapplicable to the Project due to significant impacts to air quality as demonstrated by Dr. Clark. The City must prepare an EIR which adequately analyzes and mitigates the Project's health risk impacts.

C. An Exemption is Inapplicable Because the Project May Result in Significant Traffic and Transportation Impacts

The City failed to adequately analyze impacts to traffic and transportation created by the Project. There is substantial evidence supporting a fair argument that the Project may result in a significant impact to traffic and transportation. The Project would add 491 new average daily trips.⁷² As described above, the trips generated by the Project will result in the deterioration of the LOS at nearby intersections.

⁷⁰ Clark Comments, p. 8.

⁷¹ Clark Comments, p. 8

⁷² Los Angeles Department of City Planning, DCP Application form, (Filed June 8, 2021) p. 2 of 8. L6058-003j

In addition to the LOS deterioration at the intersections of Hollywood Boulevard and Bronson Avenue, and the intersection of Bronson Avenue with Franklin Avenue, Mr. Smith states that the queuing analysis performed for the project shows that traffic from concurrent relevant projects and the Project itself will result in queue lengths of 28.7 vehicles or 717 feet in the left turn lane from Hollywood Boulevard westbound to Bronson Avenue Southbound.⁷³ Mr. Smith explains that a queue of this length completely overflows the left turn storage lane, blocking a westbound through lane on Hollywood Boulevard, extends through the intersection with the southbound 101 ramps, through the intersection with the northbound 101 ramps, through the intersection with N. Van Ness Avenue and well east on the block toward Taft Avenue.⁷⁴ The Project's contribution to the significant transportation impacts is potentially significant, but largely ignored by the Categorical Exemption. Queue lengths of this magnitude could result in follow on effects such as backing up traffic onto U.S. Route 101 or impeding the movement of emergency vehicles.⁷⁵

Mr. Smith proposes potential mitigation that the City should consider to reduce this impact, such as prohibiting left turns from Hollywood Boulevard to northbound and southbound N. Bronson Avenue, making the N. Bronson connections to Hollywood Boulevard right turn in and right turn out movements only and similar alterations at the intersection of N. Bronson with Franklin.⁷⁶ Mr. Smith concludes that these feasible mitigation measures would help to alleviate the expected significant impacts from the Project.

The Class 32 Exemption is facially inapplicable to the Project due to significant impacts to traffic as demonstrated by Mr. Smith. The City must prepare an EIR which adequately analyzes and mitigates the Project's impacts associated with traffic and transportation.

D. An Exemption is Inapplicable Because the Project May Result in Significant Construction Noise Impacts

There is substantial evidence supporting a fair argument that construction of the Project may result in a significant impact to noise. The Project's construction

⁷³ Smith Comments, p. 3.

⁷⁴ Smith Comments, p. 3.

⁷⁵ Smith Comments, p. 3.

⁷⁶ Smith Comments, p. 5.

noise impact analysis is based on unsubstantiated construction noise reference levels, by using the information available in the record, Mr. Watry found that the reference levels assumed in the Categorical Exemption are 7 to 11 dB too low. By correcting the reference levels and cleaning up the analysis, Mr. Watry found that Project construction will result in noise increases that exceed the 5dB threshold of significance.

First, Mr. Watry observed that the noise analysis accompanying the Categorical Exemption makes the unsubstantiated assumption that the sound pressure level of equipment on site would be 75 dBA.⁷⁷ The noise study does not substantiate this assumption, which as Mr. Watry explains is fatal to the study's results since this reference is used to calculate all of the Project's construction noise impacts.⁷⁸ Mr. Watry states that the construction noise level plots were generated using a program called SoundPLAN which takes as its input sound power level per unit area.⁷⁹ The Categorical Exemption uses the assumed sound pressure level of 75 dBA from construction equipment to arrive at a sound power level input 109.7 dBA at 15.24 meters.⁸⁰

To calculate a more accurate sound power level, Mr. Watry looked to the Air Quality analysis documentation for the Categorical Exemption which includes a detailed list of construction equipment by construction phase which can be used to validate the noise model.⁸¹ Using the information in the record, Mr. Watry calculated the noise levels for the first three phases of Project construction by applying the Federal Highway Administration ("FHWA") Roadway Noise Construction Model methodology and data.⁸² By using data for the construction equipment that will be on site, Mr. Watry found that the noise reference levels at the site would be 7 to 11 dB higher than the reference level assumed in the CE.⁸³ The following Figure 1 shows the substantiated noise reference levels at 15.24 meters for the first three phases of the Project:

⁷⁷ Watry Comments, p. 3.

⁷⁸ Watry Comments, p. 2.

⁷⁹ Watry Comments, p. 3.

⁸⁰ Watry Comments, p. 3.

⁸¹ Watry Comments, p. 3.

⁸² Watry Comments, p. 4.

⁸³ Watry Comments, p. 4.

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Demolition						
RCNM Ref Values @ 50 ft						
<u>Equipment</u>	<u>Lmax</u>	<u>Util%</u>	<u>No.</u>	<u>Distance</u>	<u>Leq</u>	
Conc Saw	89.6	20%	1	50 ft	82.6	
Tractor	84.0	40%	1	50 ft	80.0	
Backhoe	77.6	40%	1	50 ft	73.6	
Dozer	81.7	40%	1	50 ft	77.7	
Total					85.6	
Grading						
RCNM Ref Values @ 50 ft						
<u>Equipment</u>	<u>Lmax</u>	<u>Util%</u>	<u>No.</u>	<u>Distance</u>	<u>Leq</u>	
Conc Saw	89.6	20%	1	50 ft	82.6	
Tractor	84.0	40%	1	50 ft	80.0	
Backhoe	77.6	40%	1	50 ft	73.6	
Dozer	81.7	40%	1	50 ft	77.7	
Total					85.6	
Bldg Construction						
RCNM Ref Values @ 50 ft						
<u>Equipment</u>	<u>Lmax</u>	<u>Util%</u>	<u>No.</u>	<u>Distance</u>	<u>Leq</u>	
Crane	81.0	16%	1	50 ft	73.0	
Forklift (Man Lift)	75.0	20%	2	50 ft	71.0	
Tractor	84.0	40%	1	50 ft	80.0	
Backhoe	77.6	40%	1	50 ft	73.6	
Total					81.9	

Figure 1 Noise Level Calculations Using FHWA Methodology

Using the values above, Mr. Watry was able to calculate the average hourly noise levels at the noise-sensitive receptors close to the Project. Mr. Watry's analysis shows that the Project's construction noise levels are significantly higher than the estimates made in the CE's noise analysis as shown in Table 1 below:⁸⁴

⁸⁴ Watry Comments, p. 5.
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Table 1: Average Hourly Noise Levels at Nearest Noise Sensitive Receptors

Address	Description	Distance	Construction Phase		
			Demo	Grading	Bldg Erection
1717 N Bronson	Lombardi House	85 ft	81.0	81.0	77.3
1720 N Bronson	Residences	160 ft	75.5	75.5	71.8
5919 Carlos	Residences	208 ft	73.2	73.2	69.6
5940 Carlos	Hollywood Silvercrest Apts	260 ft	71.3	71.3	67.6

The Categorical Exemption correctly states that “[b]ecause the Project’s construction phase would occur for more than three months, the applicable City threshold of significance for the Project’s construction noise impacts is an increase of 5 dBA over existing ambient noise levels.”⁸⁵

Mr. Watry explains that the Categorical Exemption established the existing ambient noise levels by taking measurements at four locations in the area around the project site.⁸⁶ Using the ambient noise measurement information from the CE, Mr. Watry applied the updated construction noise levels and found that the Project will result in an increase of between 9.6 dBA and 17.1 dBA at the receptors nearest to the Project site, resulting in a significant impact.⁸⁷ The results of Mr. Watry’s calculations are included in Table 2 below.

⁸⁵ CE, p. 34.

⁸⁶ Watry Comments, p. 7.

⁸⁷ Watry Comments, p. 7.

Table 1 Assessment of Construction Noise Levels at Off-Site Receptors

Receptor	Maximum Construction Noise Level (dBA Leq)	Existing Ambient Noise Level (dBA Leq)	New Ambient Noise Level (dBA Leq)	Increase (dBA Leq)	Significant Impact?
1717 Bronson	81.0	63.7	81.1	17.4	Yes
1720 Bronson	75.5	63.7	75.8	12.1	Yes
5919 Carlos	73.2	62.2	73.5	11.3	Yes
5940 Carlos	71.3	62.2	71.8	9.6	Yes

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Mr. Watry's calculations demonstrate that the Project's noise levels will exceed the significance threshold, resulting in a significant impact. The Project's significant construction noise impacts must be analyzed and mitigated in an EIR for the Project.

E. The Project's Significant Cumulative Impacts Result in an Exception to the Categorical Exemption

A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment, including (1) when "the cumulative impact of successive projects of the same type in the same place, over time is significant."⁸⁹ As explained below, the Project's air quality and transportation impacts result in significant cumulative impacts preventing the City from relying on a categorical exemption.

i. The Project's Cumulative Air Quality Impacts Result in an Exception to the Categorical Exemption

The Project will cause significant cumulative impacts triggering an exception to categorical exemptions under CEQA Guidelines Section 15300.2(b). The US EPA found that the Los Angeles-South Coast Air Basin is in nonattainment for lead, and

⁸⁸ Watry Comments, p. 7.

⁸⁹ 14 CCR § 15300.2(b).

serious nonattainment for particulate matter (“PM”) PM_{2.5}.⁹⁰ The California Air Resources Board determined the South Coast Air Basin, the air basin encompassing the Project, is in nonattainment for ozone (O₃), and PM₁₀, and PM_{2.5}.⁹¹ Thus, a cumulative incremental increase in any of these pollutants may result in significant cumulative air quality impacts. The Project is likely to result in a cumulatively considerable net increase of criteria pollutants for which the region is in nonattainment.⁹² As Dr. Clark notes in his comments, the Project construction will require the use of heavy equipment and heavy-duty trucks diesel powered. Diesel exhaust contains TACs that would represent a potential hazard to workers on site and to the surrounding community.⁹³

Diesel exhaust has been linked to a range of serious health problems including an increase in respiratory disease, lung damage, cancer, and premature death.⁹⁴ Fine DPM is deposited deep in the lungs in the smallest airways and can result in increased respiratory symptoms and disease; decreased lung function, particularly in children and individuals with asthma; alterations in lung tissue and respiratory tract defense mechanisms; and premature death.⁹⁵ Exposure to DPM increases the risk of lung cancer. It also causes non-cancer effects including chronic bronchitis, inflammation of lung tissue, thickening of the alveolar walls, immunological allergic reactions, and airway constriction.⁹⁶ DPM is a TAC that is recognized by state and federal agencies as causing severe health risk because it contains toxic materials, unlike PM_{2.5} and PM₁₀.⁹⁷

⁹⁰ United States Environmental Protection Agency, Current Nonattainment Counties for All Criteria Pollutants (October 31, 2021) <https://www3.epa.gov/airquality/greenbook/ancl.html>.

⁹¹ MND, p. 68 - 69.

⁹² CEQA Guidelines Appendix G.

⁹³ Clark Comments, p. 4.

⁹⁴ Clark Comments, pp. 4-6;

⁹⁵ Clark Comments, p. 6; California Air Resources Board, Initial Statement of Reasons for Rulemaking, Proposed Identification of Diesel Exhaust as a Toxic Air Contaminant, Staff Report, June 1998.

⁹⁶ Clark Comments, p. 6; Findings of the Scientific Review Panel on The Report on Diesel Exhaust as adopted at the Panel’s April 22, 1998 Meeting.

⁹⁷ Clark Comments, p. 6; Health & Safety Code § 39655(a) (defining “toxic air contaminant” as air pollutants “which may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health. A substance that is listed as a hazardous air pollutant pursuant to subsection (b) of Section 112 of the federal act (42 U.S.C. Sec. 7412 (b)) is a toxic air contaminant.”)

The Project's cumulative air quality impacts constitute an exception to a Class 32 Categorical Exemption under CEQA Guidelines section 15300.2(b). The City must prepare an EIR to evaluate the Project's cumulative air quality impacts.

ii. The Project's Cumulative Transportation Impacts Result in an Exception to the Categorical Exemption

Operation of the Project will result significant cumulative transportation impacts triggering an exception to the categorical exemption under CEQA Guidelines Section 15300.2(b). Mr. Smith explains in his comments the intersection of Hollywood Boulevard with Bronson Avenue deteriorates from an AM peak 32.0 seconds delay⁹⁸/Level of Service ("LOS") C and PM peak 57.8 seconds delay/LOS E in the existing condition without the Project to an AM peak 206.8 seconds delay/LOS F and PM peak 201.1 seconds delay/LOS F in the cumulative (2024) with Project condition.⁹⁹ The transportation analysis in the record shows that over 3 years, during the AM peak, the intersection deteriorates from an acceptable LOS C to a condition about 2.5 times worse than the threshold of unacceptable and dysfunctional, LOS F.¹⁰⁰ Additionally, the PM peak deteriorates from a marginally functional LOS E to a condition about 2.5 times worse than the threshold of unacceptable and dysfunctional, LOS F.¹⁰¹ Additionally, Mr. Smith notes that the analysis of the intersection of Bronson Avenue with Franklin Avenue shows similar though less severe deterioration.¹⁰²

The Categorical Exemption contains no discussion about the severity of this deterioration or what plans the City has to correct or offset it.¹⁰³ Despite the fact that the Project only contributes to a small portion of the deterioration of LOS at these intersections, there is clearly a significant cumulative impact resulting from the Project plus other concurrent projects in the area.

The Project's cumulative transportation impacts constitute an exception to a Class 32 Categorical Exemption under CEQA Guidelines section 15300.2(b). The City must prepare an EIR to evaluate the Project's cumulative transportation impacts.

⁹⁸ Average intersection delay per vehicle.

⁹⁹ Smith Comments, p. 2.

¹⁰⁰ Smith Comments, p. 2.

¹⁰¹ Smith Comments, p. 2.

¹⁰² Smith Comments, p. 2.

¹⁰³ Smith Comments, p. 2.

IV. THE CITY CANNOT APPROVE THE PROJECT UNDER THE SUBDIVISION MAP ACT

The Subdivision Map Act requires a lead agency to make findings that a proposed subdivision is consistent with the general plan/specific plan, and does not have any detrimental environmental or public health effects.¹⁰⁴ The City is unable to make these mandatory findings because the Project has unmitigated, adverse impacts in each of these areas. Moreover, the Categorical Exemption and Staff Report fail to provide substantial evidence to meet either of these legal standards.

As demonstrated above, the Project will conflict with the City's adopted Mobility Plan which is an element of the City's General Plan.¹⁰⁵ Additionally, there is substantial evidence demonstrating that the Project will result in significant impacts related to air quality, public health, noise, and transportation that the City has not analyzed or mitigated. The threats to public health posed by the Project cannot be ignored and necessarily contravene the findings required to approve the Project under the Map Act.

The City must prepare an EIR that analyzes the Projects potentially significant impacts and implement mitigation to address those impacts before it is able to make the findings required under the Map Act.

V. CONCLUSION

There is substantial evidence demonstrating that Project may result in potentially significant adverse impacts that were not identified by the City, and thus have not been adequately analyzed or mitigated. The City also lacks substantial evidence to support the findings required to approve the Project in reliance on a Categorical Exemption from CEQA.

¹⁰⁴ Gov Code §§66473.5, 66474(a), (b), (e), (f), (g).

¹⁰⁵ City of Los Angeles, Mobility, <https://planning.lacity.org/plans-policies/initiatives-policies/mobility> (Accessed March 22, 2022).

March 23, 2022

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We urge the Hearing Officer to deny this Project and fulfill its responsibilities under CEQA by remanding the Project to staff to prepare a legally adequate EIR to address the potentially significant impacts described in this comment letter and the attached expert letters. The City cannot allow the Project to move forward with any subsequent approvals until it prepares an EIR that resolves these issues and complies with CEQA's requirements.

Thank you for your attention to these comments. Please include them in the record of proceedings on the Project.

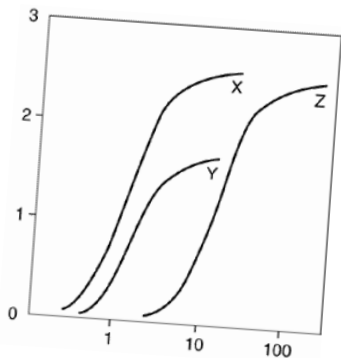
Sincerely,

A handwritten signature in blue ink that reads "Kevin Carmichael". The signature is written in a cursive, flowing style.

Kevin Carmichael

KTC:ljl

EXHIBIT A



Clark & Associates
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March 23, 2022

Adams Broadwell Joseph & Cardozo
520 Capitol Mall, Suite 350
Sacramento, CA 95814

Attn: Mr. Kevin T. Carmichael

**Subject: Comments On Categorical Exemption For Bronson
Residential Tower Project Case No. ENV-2021-6887-EAF**

Dear Mr. Carmichael:

At the request of Adams Broadwell Joseph & Cardozo (ABJC), Clark and Associates (Clark) has reviewed materials related to the 2022 City of Los Angeles Categorical Exemption (CE) of the above referenced project.

Clark's review of the materials in no way constitutes a validation of the conclusions or materials contained within the plan. If we do not comment on a specific item this does not constitute acceptance of the item.

Project Description:

According to the City of Los Angeles's CE, Project includes the construction use and maintenance of a 229,015-square-foot residential building, with 128 dwelling units, three levels of above-ground parking, and one subterranean parking level. Of the 128 dwelling units, 11 units would be set aside for Very Low Income Households. The Lombardi Structures would remain in place and would not be altered by the Project. The proposed building would be 24 stories, reaching a maximum height of 275 feet. The Project would include 17,778 square feet of open space. The Project would provide 134 vehicle parking spaces. Also, the Project would include 89 long-term bicycle parking spaces and 9 short-term bicycle parking spaces. The 22 non-protected trees on the Project Site would be removed and replaced in

accordance with the City's tree replacement requirements. The Project would require 10,000 cubic yards of soil to be disposed of at a regional dump location.

The 0.86-acre Project Site is located at 1725, 1729, and 1739 North Bronson Avenue at the southwest corner of Carlos Avenue and Bronson Avenue in the Hollywood Community Plan area of the City of Los Angeles (City). The Assessor Parcel Numbers (APNs) for the Project Site are 5545-003-014, 5545-003-023, and 5545-003-029. The Project Site is bordered on the north by Carlos Avenue, on the south by a restaurant, on the west by a Los Angeles County Superior Court building and associated parking, and to the east by Bronson Avenue. Land uses in the greater Project Site area include US 101 Freeway and commercial and residential uses to the north; Hollywood Boulevard and commercial uses to the south; commercial uses to the west; and the US 101 Freeway and commercial and residential uses to the east. The northern portion of the Project Site is currently vacant but was previously developed with four residential units. The northern portion is used as surface parking. The southern portion of the Project Site is developed with a two-story residential building and a barn (Lombardi Structures).and residential amenity spaces throughout the project.

The City is claiming that the Project is categorically exempt from the requirement for the preparation of environmental documents under Class 32 in Section 15332, Article 19, Chapter 3, Title 14 of the California Code of Regulations. Class 32 is intended to promote infill development within urbanized areas. The class consists of environmentally benign in-fill projects that are consistent with local general plan and zoning requirements. Class 32 is not intended to be applied to projects that would result in any significant traffic, noise, air quality, or water quality effects.

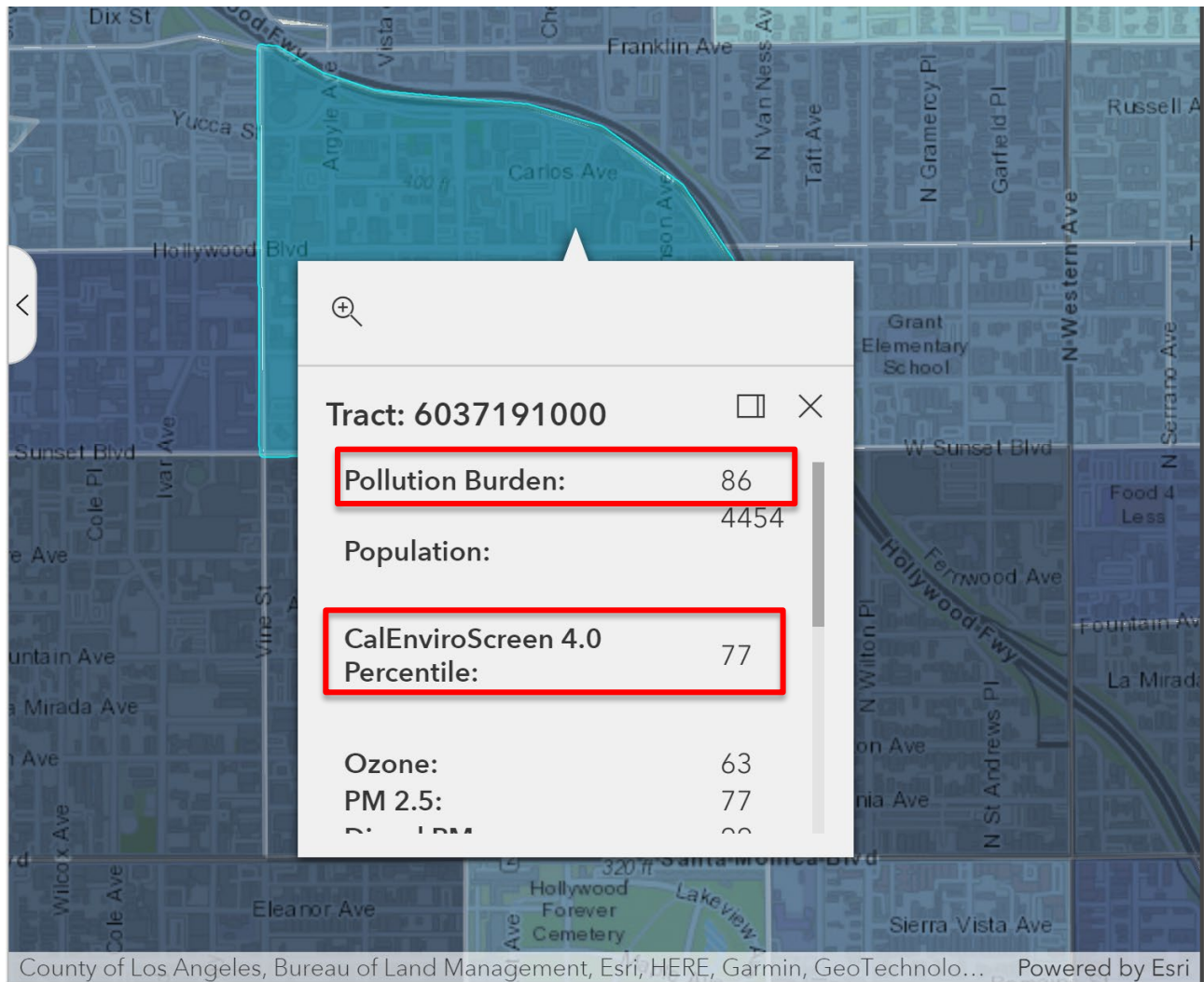
The conclusion from the City that there will not be significant air quality impacts is not supported by the facts of the Project. There are substantial impacts that are not addressed in the City's analysis that must be addressed in an environmental impact report (EIR).

Specific Comments:

1. The Project Analysis Fails To Assess The Cumulative Impacts Of The Project On The Already Heavily Impacted Portion Of Los Angeles.

The proposed project analysis describes the impacts of the expansion of the project but does not attempt to assess the cumulative impacts of the Bronson Towers Project. The analysis performed

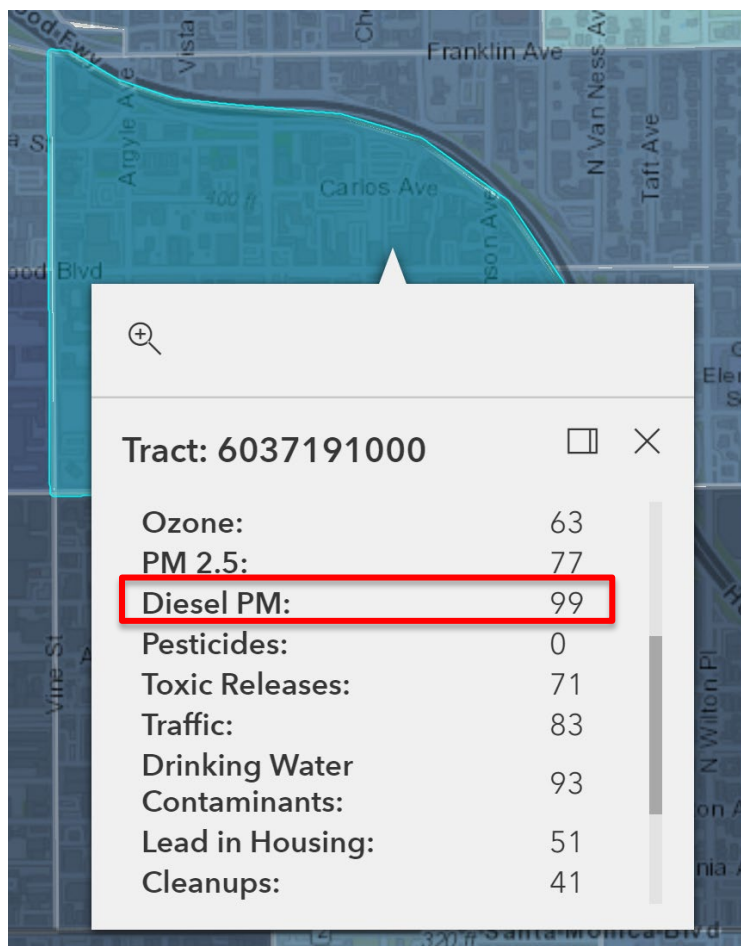
is inadequate for assessing the cumulative impacts which must be addressed in an environmental impact report. Using the Office of Environmental Health and Hazard Assessment's (OEHHA's) California Communities Environmental Health Screening Tool Version 4.0 (CalEnviroScreen) it is possible to assess the existing concerns for the census tract in which the project is located.



The location of the proposed project is in a census tract located within the top 14 percent for Pollution Burden according to the CalEnviroScreen 4.0. According to the CalEnviroScreen analysis, the census tract for the Project location, census tract 6037191000, has a higher pollution burden than 86% of the census tracts in California.

Based on the existing toxic diesel particulate matter (DPM) emission sources, which include existing industrial uses and vehicular traffic along State Route 101 (the Hollywood Freeway) places the census tract in the top 1% in California being impacted by DPM. The community is therefore considered a disadvantaged community. Increasing the number of DPM sources within the community

via the construction of the project will increase the Pollution Burden on the community even more placing a greater health burden on the community.



The introduction of a large residential facility next to the Hollywood Freeway will expose all of the residents to a substantial health risk for DPM, fine particulate matter (PM_{2.5}), nitrogen oxides (NO_x), and greenhouse gases (GHGs). When the health impacts from the Proposed Project are added to those existing impacts, residents living in the communities surrounding the Proposed Project will possibly face an even greater exposure to air pollution and bear a disproportionate burden of increasing health risks. Thus, cumulative impacts from projects in communities with existing health risk sources should be evaluated and disclosed.

No cumulative impact analysis was performed for the sensitive receptors identified in the CE. The City should revise its analysis and present it in an EIR.

2. The City Has Failed To Assess The Health Impacts On The Project From The Hollywood Freeway. Specifically, the CE Ignores The Substantial Impacts Of Diesel Particulate Matter (DPM) On The Residents Of The Project

The City has failed to conduct a numerical health risk analysis (HRA) for Project. The CE states that, for the purposes of “the Project would not produce VOC, NO_x, CO, SO_x, PM_{2.5}, and PM₁₀ emissions in excess of SCAQMD’s significance thresholds. Therefore, the cumulative air quality impact of successive projects of the same type in the same place over time would not be significant.”¹ This statement clearly fails to consider the impact of emissions from the adjacent Hollywood Freeway on the residents of the Project.

When assessing pollution concentrations upon sensitive receptors, the SCAQMD has developed LSTs that are based on the number of pounds of emissions per day that can be generated by a project that would cause or contribute to adverse localized air quality impacts.² For the Criteria Pollutants assessed under CEQA, this is correct. For toxic air contaminants (TACs), there are no LSTs, nor levels of significance based on the pounds per day. Instead, the determination of a significance threshold is based on a *quantitative risk analysis* that requires the City to perform a multistep, quantitative health risk analysis.

TACs, including diesel particulate matter (DPM)³, contribute to a host of respiratory impacts and may lead to the development of various cancers. Failing to quantify those impacts places the community at risk for unwanted adverse health impacts. *Even brief exposures to the TACs could lead to the development of adverse health impacts over the life of an individual.*

Diesel exhaust contains nearly 40 toxic substances, including TACs and may pose a serious public health risk for residents in the vicinity of the facility. TACs are airborne substances that are capable of causing short-term (acute) and/or long-term (chronic or carcinogenic, i.e., cancer causing) adverse human health effects (i.e., injury or illness). TACs include both organic and inorganic

¹ City of Los Angeles. 2022. Categorical Exemption. Pg 50.

² City of Los Angeles. 2021. DEIR of 8th, Grand, and Hope Project. Pg IV.A-58

³ Because DPM is a TAC, it is a different air pollutant than criteria particulate matter (PM) emissions such as PM₁₀, PM_{2.5}, and fugitive dust. DPM exposure causes acute health effects that are different from the effects of exposure to PM alone.

chemical substances. The current California list of TACs includes approximately 200 compounds, including particulate emissions from diesel-fueled engines.

Diesel exhaust has been linked to a range of serious health problems including an increase in respiratory disease, lung damage, cancer, and premature death.^{4,5,6} Fine DPM is deposited deep in the lungs in the smallest airways and can result in increased respiratory symptoms and disease; decreased lung function, particularly in children and individuals with asthma; alterations in lung tissue and respiratory tract defense mechanisms; and premature death.⁷ Exposure to DPM increases the risk of lung cancer. It also causes non-cancer effects including chronic bronchitis, inflammation of lung tissue, thickening of the alveolar walls, immunological allergic reactions, and airway constriction.⁸ DPM is a TAC that is recognized by state and federal agencies as causing severe health risk because it contains toxic materials, unlike PM_{2.5} and PM₁₀.⁹

The inherent toxicity of the TACs requires the City to first quantify the concentration released into the environment at each of the sensitive receptor locations through air dispersion modeling, calculate the dose of each TAC at that location, and quantify the cancer risk and hazard index for each of the chemicals of concern. Following that analysis, then the City can make a determination of the relative significance of the emissions.

There are several sensitive receptors in the direct vicinity of the Project site, including residences located near the Project site. The two closest residential/sensitive receptors to the Project Site are

⁴ California Air Resources Board, Initial Statement of Reasons for Rulemaking, Proposed Identification of Diesel Exhaust as a Toxic Air Contaminant, Staff Report, June 1998; see also California Air Resources Board, Overview: Diesel Exhaust & Health, <https://ww2.arb.ca.gov/resources/overview-diesel-exhaust-and-health#:~:text=Diesel%20Particulate%20Matter%20and%20Health&text=In%201998%2C%20CARB%20identified%20DPM,and%20other%20adverse%20health%20effects>.

⁵ U.S. EPA, Health Assessment Document for Diesel Engine Exhaust, Report EPA/600/8-90/057F, May 2002.

⁶ Environmental Defense Fund, Cleaner Diesel Handbook, Bring Cleaner Fuel and Diesel Retrofits into Your Neighborhood, April 2005; http://www.edf.org/documents/4941_cleanerdieselhandbook.pdf, accessed July 5, 2020.

⁷ California Air Resources Board, Initial Statement of Reasons for Rulemaking, Proposed Identification of Diesel Exhaust as a Toxic Air Contaminant, Staff Report, June 1998.

⁸ Findings of the Scientific Review Panel on The Report on Diesel Exhaust as adopted at the Panel's April 22, 1998 Meeting.

⁹ Health & Safety Code § 39655(a) (defining "toxic air contaminant" as air pollutants "which may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health. A substance that is listed as a hazardous air pollutant pursuant to subsection (b) of Section 112 of the federal act (42 U.S.C. Sec. 7412 (b)) is a toxic air contaminant.")

located next door to the Project Site. These receptors are less than 80 feet or 25 meters away from the Project Site location.

These receptors would be exposed to TACs released during Project construction and operation, including DPM. No effort is made in the CE to quantify the potential health impacts from DPM generated by construction activities, operational activities from the Project on these sensitive receptors, or the continuous emissions from the Hollywood Freeway. The City's failure to perform such an analysis is clearly a major flaw in the CE and may be placing the residents of the adjacent structures at risk from the construction and operational phases of the Project.

3. Dispersion Modeling From Nearby Developments Clearly Shows That The Emissions From The Hollywood Freeway Will Create A Risk In Excess Of 10 In 1,000,000 At The Project Site

Two projects within a 1/3rd and 1/4 mile of the Project Site, 6220 Yucca Street Project and 5750 Hollywood Boulevard Project, performed health risk analyses of the freeway emissions. Each estimated emissions forward starting in 2018 for the Hollywood Boulevard Project and 2024 for Yucca Project. Each of the projects is located approximately 80 meters away from the freeway. The Bronson Tower Project site is located within 25 meters of the Hollywood Freeway. Based on the distance of the Project Site, the calculated DPM and associated HAPs will be 1.5 to 5 times (based on the difference seen using the χ/Q method outlined in the SCAQMD Risk Assessment Tool for Rule 1401 and 212, Version 8.1) higher than the concentration modeled at Hollywood Boulevard and Yucca Street Project sites.

Using the emissions from the Yucca Project, it is possible to estimate the emissions that will reach the Bronson Towers Project site and calculate the risk for residents of the Project. According to the Yucca Project report, vehicle traffic and speed data was obtained from the Caltrans PeMS database for the US Route 101 mainline. Vehicle traffic data for on-and off-ramps were obtained from Caltrans PeMS as well as from traffic count data from Caltrans Traffic Census Program. On- and off-ramp vehicle speeds were set at 15 miles per hour, which provides for a conservative (i.e., health protective) analysis since emissions factors are relatively high at this speed. Vehicle traffic data was obtained for the segments of the US Route 101 mainline and US Route 101 on- and off-ramps within 0.25 mile of the site. Hourly traffic data was also obtained to account for temporal variation of traffic flow. An

annual traffic growth rate of one percent was applied to account for future traffic flow. Emission factors were obtained from the CARB EMFAC2017 emissions model. EMFAC was run for 2024 through 2050 to identify the average total organic gases (TOG) emission factors from light-duty automobiles, and TOG and diesel particulate matter (DPM) emission factors from heavy-duty diesel trucks typical of the US Route 101 over the lifetime of the project's operations. Vehicle emission factors were calculated assuming exposure duration of 30 years. Vehicle emissions were then calculated for each year from 2024 (the earliest year of project buildout and occupancy) through 2050 based on average traffic flow and vehicle speed along the study segment.

The primary source of particulate matter from freeways is diesel particulate exhaust. Diesel exhaust contains nearly 40 toxic substances, including toxic air contaminants (TACs) and may pose a serious public health risk for residents in the vicinity of the facility. TACs are airborne substances that are capable of causing short-term (acute) and/or long-term (chronic or carcinogenic, i.e., cancer causing) adverse human health effects (i.e., injury or illness). TACs include both organic and inorganic chemical substances. The current California list of TACs includes approximately 200 compounds, including particulate emissions from diesel-fueled engines. Diesel exhaust has been linked to a range of serious health problems including an increase in respiratory disease, lung damage, cancer, and premature death.^{10,11,12} Fine DPM is deposited deep in the lungs in the smallest airways and can result in increased respiratory symptoms and disease; decreased lung function, particularly in children and individuals with asthma; alterations in lung tissue and respiratory tract defense mechanisms; and premature death.¹³ Exposure to DPM increases the risk of lung cancer. It also causes non-cancer effects including chronic bronchitis, inflammation of lung tissue, thickening of the alveolar walls,

¹⁰ California Air Resources Board, Initial Statement of Reasons for Rulemaking, Proposed Identification of Diesel Exhaust as a Toxic Air Contaminant, Staff Report, June 1998; see also California Air Resources Board, Overview: Diesel Exhaust & Health, <https://ww2.arb.ca.gov/resources/overview-diesel-exhaust-and-health#:~:text=Diesel%20Particulate%20Matter%20and%20Health&text=In%201998%2C%20CARB%20identified%20DPM,and%20other%20adverse%20health%20effects.>

¹¹ U.S. EPA, Health Assessment Document for Diesel Engine Exhaust, Report EPA/600/8-90/057F, May 2002.

¹² Environmental Defense Fund, Cleaner Diesel Handbook, Bring Cleaner Fuel and Diesel Retrofits into Your Neighborhood, April 2005; http://www.edf.org/documents/4941_cleanerdieselhandbook.pdf, accessed July 5, 2020.

¹³ California Air Resources Board, Initial Statement of Reasons for Rulemaking, Proposed Identification of Diesel Exhaust as a Toxic Air Contaminant, Staff Report, June 1998.

immunological allergic reactions, and airway constriction.¹⁴ DPM is a TAC that is recognized by state and federal agencies as causing severe health risk because it contains toxic materials, unlike PM_{2.5} and PM₁₀.¹⁵

Using the outputs from the Yucca Project analyses, the concentrations at 25 meters from the freeway (location on the Project Site) were calculated for each year of exposure using the weight fractions outlined in the air quality and risk analysis.

Year	DPM	Acetaldehyde	Benzene	1,3-butadiene	Formaldehyde	Naphthalene	Ethylbenzene
	ug/m ³	ug/m ³	ug/m ³	ug/m ³	ug/m ³	ug/m ³	ug/m ³
2023	1.42E-02	1.19E-03	6.44E-04	1.14E-04	2.49E-03	2.14E-05	6.44E-03
2024	1.41E-02	1.18E-03	6.42E-04	1.13E-04	2.49E-03	2.13E-05	6.42E-03
2025	1.32E-02	1.10E-03	5.99E-04	1.06E-04	2.32E-03	1.99E-05	5.99E-03
2026	1.32E-02	1.10E-03	5.99E-04	1.06E-04	2.32E-03	1.99E-05	5.99E-03
2027	1.32E-02	1.10E-03	5.99E-04	1.06E-04	2.32E-03	1.99E-05	5.99E-03
2028	1.32E-02	1.10E-03	5.99E-04	1.06E-04	2.32E-03	1.99E-05	5.99E-03
2029	1.32E-02	1.10E-03	5.99E-04	1.06E-04	2.32E-03	1.99E-05	5.99E-03
2030	1.32E-02	1.10E-03	5.99E-04	1.06E-04	2.32E-03	1.99E-05	5.99E-03
2031	1.32E-02	1.10E-03	5.99E-04	1.06E-04	2.32E-03	1.99E-05	5.99E-03
2032	1.32E-02	1.10E-03	5.99E-04	1.06E-04	2.32E-03	1.99E-05	5.99E-03
2033	1.32E-02	1.10E-03	5.99E-04	1.06E-04	2.32E-03	1.99E-05	5.99E-03
2034	1.32E-02	1.10E-03	5.99E-04	1.06E-04	2.32E-03	1.99E-05	5.99E-03
2035	1.32E-02	1.10E-03	5.99E-04	1.06E-04	2.32E-03	1.99E-05	5.99E-03
2036	1.32E-02	1.10E-03	5.99E-04	1.06E-04	2.32E-03	1.99E-05	5.99E-03
2037	1.32E-02	1.10E-03	5.99E-04	1.06E-04	2.32E-03	1.99E-05	5.99E-03
2038	1.32E-02	1.10E-03	5.99E-04	1.06E-04	2.32E-03	1.99E-05	5.99E-03
2039	1.32E-02	1.10E-03	5.99E-04	1.06E-04	2.32E-03	1.99E-05	5.99E-03
2040	1.33E-02	1.11E-03	6.02E-04	1.06E-04	2.33E-03	2.00E-05	6.02E-03
2041	1.33E-02	1.11E-03	6.02E-04	1.06E-04	2.33E-03	2.00E-05	6.02E-03
2042	1.33E-02	1.11E-03	6.02E-04	1.06E-04	2.33E-03	2.00E-05	6.02E-03
2043	1.33E-02	1.11E-03	6.02E-04	1.06E-04	2.33E-03	2.00E-05	6.02E-03
2044	1.33E-02	1.11E-03	6.02E-04	1.06E-04	2.33E-03	2.00E-05	6.02E-03
2045	1.33E-02	1.11E-03	6.02E-04	1.06E-04	2.33E-03	2.00E-05	6.02E-03
2046	1.33E-02	1.11E-03	6.02E-04	1.06E-04	2.33E-03	2.00E-05	6.02E-03
2047	1.33E-02	1.11E-03	6.02E-04	1.06E-04	2.33E-03	2.00E-05	6.02E-03

¹⁴ Findings of the Scientific Review Panel on The Report on Diesel Exhaust as adopted at the Panel's April 22, 1998 Meeting.

¹⁵ Health & Safety Code § 39655(a) (defining "toxic air contaminant" as air pollutants "which may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health. A substance that is listed as a hazardous air pollutant pursuant to subsection (b) of Section 112 of the federal act (42 U.S.C. Sec. 7412 (b)) is a toxic air contaminant.")

Year	DPM	Acetaldehyde	Benzene	1,3-butadiene	Formaldehyde	Naphthalene	Ethylbenzene
	ug/m ³	ug/m ³	ug/m ³	ug/m ³	ug/m ³	ug/m ³	ug/m ³
2048	1.33E-02	1.11E-03	6.02E-04	1.06E-04	2.33E-03	2.00E-05	6.02E-03
2049	1.33E-02	1.11E-03	6.02E-04	1.06E-04	2.33E-03	2.00E-05	6.02E-03
2050	1.33E-02	1.11E-03	6.02E-04	1.06E-04	2.33E-03	2.00E-05	6.02E-03
2051	1.33E-02	1.11E-03	6.02E-04	1.06E-04	2.33E-03	2.00E-05	6.02E-03
2052	1.33E-02	1.11E-03	6.02E-04	1.06E-04	2.33E-03	2.00E-05	6.02E-03
2053	1.33E-02	1.11E-03	6.02E-04	1.06E-04	2.33E-03	2.00E-05	6.02E-03
Average	1.33E-02	1.11E-03	6.03E-04	1.06E-04	2.34E-03	2.00E-05	6.03E-03

Using the CARB's HARP 2 Standalone Risk Assessment tool health risks from exposure to the chemicals of concern were calculated for residents of the site. In Exhibit B to this letter the outputs from the model are shown.

HARP2 - Risk Assessment Standalone Tool (dated 15065)

FileHelp

Enter Pollutant ConcentrationsSelect Risk Scenario & Calculate RiskView Risk Results

CancerChronic8-hourAcute

Load FileGroup Risk ByViewExport

	INDEX	GRP1	GRP2	POLID	POLABBREV	CONC	RISK_SUM	SCENARIO
	1			9901	DieselExhPM	1.3300e-02	1.1761e-05	30YrCancerHighEnd_InhSoilDerm
	2			75070	Acetaldehyde	1.1100e-03	8.9230e-09	30YrCancerHighEnd_InhSoilDerm
	3			107028	Acrolein	1.9800e-05	0.0000e+00	30YrCancerHighEnd_InhSoilDerm
	4			71432	Benzene	6.0200e-04	4.8393e-08	30YrCancerHighEnd_InhSoilDerm
	5			106990	1,3-Butadiene	1.0600e-04	5.1126e-08	30YrCancerHighEnd_InhSoilDerm
	6			50000	Formaldehyde	2.3400e-03	3.9502e-08	30YrCancerHighEnd_InhSoilDerm
	7			91203	Naphthalene	2.0000e-05	1.9293e-09	30YrCancerHighEnd_InhSoilDerm
	8			91203	Naphthalene	0.0000e+00	0.0000e+00	30YrCancerHighEnd_InhSoilDerm
▶	9			100414	Ethyl Benzene	6.0200e-03	4.2102e-08	30YrCancerHighEnd_InhSoilDerm

The risk from exposure to the chemicals of concern exceed 10 in 1,000,000 the CEQA threshold of significance.

Chemical of Concern	Health Risk (per million)
DPM	11.761
Acetaldehyde	0.008923
Benzene	0.048393
1,3-Butadiene	0.051126
Formaldehyde	0.039502
Naphthalene	0.0019293
Ethylbenzene	0.042102
Total Risk	11.9529753

The City must address this issue by performing a detailed health risk analysis which includes dispersion modeling of the contaminants from the sources in an environmental impact report.

Conclusion

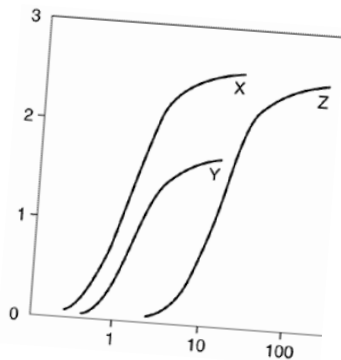
The facts identified and referenced in this comment letter lead me to reasonably conclude that the Project could result in significant unmitigated impacts if the CE is approved. The City must re-evaluate the significant impacts identified in this letter by requiring the preparation of a revised draft environmental impact report.

Sincerely,

A handwritten signature in black ink, appearing to read "J. J. Con". The signature is written in a cursive, flowing style.

EXHIBIT A

CV



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James J. J. Clark, Ph.D.

Principal Toxicologist

Toxicology/Exposure Assessment Modeling

Risk Assessment/Analysis/Dispersion Modeling

Education:

Ph.D., Environmental Health Science, University of California, 1995

M.S., Environmental Health Science, University of California, 1993

B.S., Biophysical and Biochemical Sciences, University of Houston, 1987

Professional Experience:

Dr. Clark is a well-recognized toxicologist, air modeler, and health scientist. He has 30 years of experience in researching the effects of environmental contaminants on human health including environmental fate and transport modeling (SCREEN3, AEROMOD, ISCST3, Johnson-Ettinger Vapor Intrusion Modeling, RESRAD, GENII); exposure assessment modeling (partitioning of contaminants in the environment as well as PBPK modeling); conducting and managing human health risk assessments for regulatory compliance and risk-based clean-up levels; and toxicological and medical literature research.

SELECTED AIR MODELING RESEARCH/PROJECTS

Client(s) - Confidential

Dr. Clark performed a historical dose reconstruction for community members from an active 700 acre petroleum refinery in Los Angeles. The analysis included a multi-year dispersion model was performed in general accordance with the methods outlined by the U.S. EPA and the SCAQMD for assessing the health impacts in Torrance, California. The results of the analysis are being used as the basis for injunctive relief for the communities surrounding the refinery.

Client(s) – Multiple

Indoor Air Evaluations, California: Performed multiple indoor air screening evaluations and risk characterizations consistent with California Environmental Protection Agency's (Cal/EPA) Department of Toxic Substances Control (DTSC) and Regional Water Quality Control Board (RWQCB) methodologies. Characterizations included the use of DTSC's

modified Johnson & Ettinger Model and USEPA models, as well as the attenuation factor model currently advocated by Cal/EPA's Office of Environmental Health and Hazard Assessment (OEHHA).

Client – Adams, Broadwell, Joseph Cardozo, P.C.

Dr. Clark has performed numerous air quality analyses and risk assessments of criteria pollutants, air toxins, and particulate matter emissions for sites undergoing evaluation via the California Environmental Quality Act (CEQA) process. The analyses include the evaluation of Initial Study (IS) and Environmental Impacts Reports (EIR) for each project to determine the significance of air quality, green house gas (GHG), and hazardous waste components of the projects. The analyses were compiled as comment letters for submittal to oversight agencies.

Client – Confidential

Dr. Clark performed a comprehensive evaluation of criteria pollutants, air toxins, and particulate matter emissions from a carbon black production facility to determine the impacts on the surrounding communities. The results of the dispersion model were used to estimate acute and chronic exposure concentrations to multiple contaminants and were be incorporated into a comprehensive risk evaluation.

Client – Confidential

Dr. Clark performed a comprehensive evaluation of air toxins and particulate matter emissions from a railroad tie manufacturing facility to determine the impacts on the surrounding communities. The results of the dispersion model have been used to estimate acute and chronic exposure concentrations to multiple contaminants and have been incorporated into a comprehensive risk evaluation.

PUBLIC HEALTH/TOXICOLOGY

Client: Confidential

Dr. Clark performed a historical dose reconstruction for community members from radiologically impacted material (RIM) releases from an adjacent landfill. The analysis was performed in general accordance with the methods outlined by the Agency for Toxic Substances Control (ATSDR) for assessing radiation doses from historical source areas in North St. Louis County, Missouri.

Client: City of Santa Clarita, Santa Clarita, California

Dr. Clark managed the oversight of the characterization, remediation and development activities of a former 1,000 acre munitions manufacturing facility for the City of Santa

Clarita. The site is impacted with a number of contaminants including perchlorate, unexploded ordinance, and volatile organic compounds (VOCs). The site is currently under a number of regulatory consent orders, including an Imminent and Substantial Endangerment Order. Dr. Clark assisted the impacted municipality with the development of remediation strategies, interaction with the responsible parties and stakeholders, as well as interfacing with the regulatory agency responsible for oversight of the site cleanup.

Client: Confidential

Dr. Clark performed a historical dose reconstruction for community members exposed to radioactive waste released into the environment from legacy storage facilities. The releases resulted in impacts to soils, sediments, surface waters, and groundwater in the vicinity of the sites. The analysis was performed in general accordance with the methods outlined by the Agency for Toxic Substances Control (ATSDR) for assessing radiation doses from historical source areas in the community.

Client: Confidential

Dr. Clark performed a dose assessment of an individual occupationally exposed to metals and silica from fly ash who later developed cancer. A review of the individual's medical and occupational history was performed to prepare opinions regarding his exposure and later development of cancer.

Client: Brayton Purcell, Novato, California

Dr. Clark performed a toxicological assessment of residents exposed to methyl-tertiary butyl ether (MTBE) from leaking underground storage tanks (LUSTs) adjacent to the subject property. The symptomology of residents and guests of the subject property were evaluated against the known outcomes in published literature to exposure to MTBE. The study found that residents had been exposed to MTBE in their drinking water; that concentrations of MTBE detected at the site were above regulatory guidelines; and, that the symptoms and outcomes expressed by residents and guests were consistent with symptoms and outcomes documented in published literature.

Client: Confidential

Dr. Clark performed a toxicological assessment of an individual occupationally exposed to hexavalent chromium who later developed cancer. A review of the individual's medical and occupational history was performed to prepare opinions regarding her exposure and later development of cancer.

Client: Covanta Energy, Westwood, California

Evaluated health risk from metals in biosolids applied as soil amendment on agricultural lands. The biosolids were created at a forest waste cogeneration facility using 96% whole tree wood chips and 4 percent green waste. Mass loading calculations were used to estimate Cr(VI) concentrations in agricultural soils based on a maximum loading rate of 40 tons of biomass per acre of agricultural soil. The results of the study were used by the Regulatory agency to determine that the application of biosolids did not constitute a health risk to workers applying the biosolids or to residences near the agricultural lands.

Client: Kaiser Venture Incorporated, Fontana, California

Prepared PBPK assessment of lead risk of receptors at a 1,100-acre former steel mill. This evaluation was used as the basis for granting closure of the site by lead regulatory agency.

RISK ASSESSMENTS/REMEDIAL INVESTIGATIONS

Kaiser Ventures Incorporated, Fontana, California

Prepared health risk assessment of semi-volatile organic chemicals and metals for a fifty-year old wastewater treatment facility used at a 1,100-acre former steel mill. This evaluation was used as the basis for granting closure of the site by lead regulatory agency.

ANR Freight - Los Angeles, California

Prepared a comprehensive Preliminary Endangerment Assessment (PEA) of petroleum hydrocarbon and metal contamination of a former freight depot. This evaluation was as the basis for reaching closure of the site with lead regulatory agency.

Kaiser Ventures Incorporated, Fontana, California

Prepared comprehensive health risk assessment of semi-volatile organic chemicals and metals for 23-acre parcel of a 1,100-acre former steel mill. The health risk assessment was used to determine clean up goals and as the basis for granting closure of the site by lead regulatory agency. Air dispersion modeling using ISCST3 was performed to determine downwind exposure point concentrations at sensitive receptors within a 1 kilometer radius of the site. The results of the health risk assessment were presented at a public meeting sponsored by the Department of Toxic Substances Control (DTSC) in the community potentially affected by the site.

Unocal Corporation - Los Angeles, California

Prepared comprehensive assessment of petroleum hydrocarbons and metals for a former petroleum service station located next to sensitive population center (elementary school). The assessment used a probabilistic approach to estimate risks to the community and was used as the basis for granting closure of the site by lead regulatory agency.

Client: Confidential, Los Angeles, California

Managed oversight of remedial investigation most contaminated heavy metal site in California. Lead concentrations in soil excess of 68,000,000 parts per billion (ppb) have been measured at the site. This State Superfund Site was a former hard chrome plating operation that operated for approximately 40-years.

Client: Confidential, San Francisco, California

Coordinator of regional monitoring program to determine background concentrations of metals in air. Acted as liaison with SCAQMD and CARB to perform co-location sampling and comparison of accepted regulatory method with ASTM methodology.

Client: Confidential, San Francisco, California

Analyzed historical air monitoring data for South Coast Air Basin in Southern California and potential health risks related to ambient concentrations of carcinogenic metals and volatile organic compounds. Identified and reviewed the available literature and calculated risks from toxins in South Coast Air Basin.

IT Corporation, North Carolina

Prepared comprehensive evaluation of potential exposure of workers to air-borne VOCs at hazardous waste storage facility under SUPERFUND cleanup decree. Assessment used in developing health based clean-up levels.

Professional Associations

American Public Health Association (APHA)

Association for Environmental Health and Sciences (AEHS)

American Chemical Society (ACS)

International Society of Environmental Forensics (ISEF)

Society of Environmental Toxicology and Chemistry (SETAC)

Publications and Presentations:**Books and Book Chapters**

- Sullivan, P., **J.J. J. Clark**, F.J. Agardy, and P.E. Rosenfeld. (2007). *Synthetic Toxins In The Food, Water and Air of American Cities*. Elsevier, Inc. Burlington, MA.
- Sullivan, P. and **J.J. J. Clark**. 2006. *Choosing Safer Foods, A Guide To Minimizing Synthetic Chemicals In Your Diet*. Elsevier, Inc. Burlington, MA.
- Sullivan, P., Agardy, F.J., and **J.J.J. Clark**. 2005. *The Environmental Science of Drinking Water*. Elsevier, Inc. Burlington, MA.
- Sullivan, P.J., Agardy, F.J., **Clark, J.J.J.** 2002. *America's Threatened Drinking Water: Hazards and Solutions*. Trafford Publishing, Victoria B.C.
- Clark, J.J.J.** 2001. "TBA: Chemical Properties, Production & Use, Fate and Transport, Toxicology, Detection in Groundwater, and Regulatory Standards" in *Oxygenates in the Environment*. Art Diaz, Ed.. Oxford University Press: New York.
- Clark, J.J.J.** 2000. "Toxicology of Perchlorate" in *Perchlorate in the Environment*. Edward Urbansky, Ed. Kluwer/Plenum: New York.
- Clark, J.J.J.** 1995. Probabilistic Forecasting of Volatile Organic Compound Concentrations At The Soil Surface From Contaminated Groundwater. UMI.
- Baker, J.; **Clark, J.J.J.**; Stanford, J.T. 1994. Ex Situ Remediation of Diesel Contaminated Railroad Sand by Soil Washing. Principles and Practices for Diesel Contaminated Soils, Volume III. P.T. Kostecki, E.J. Calabrese, and C.P.L. Barkan, eds. Amherst Scientific Publishers, Amherst, MA. pp 89-96.

Journal and Proceeding Articles

- Tam L. K., Wu C. D., Clark J. J. and **Rosenfeld, P.E.** (2008) A Statistical Analysis Of Attic Dust And Blood Lipid Concentrations Of Tetrachloro-p-Dibenzodioxin (TCDD) Toxicity Equivalency Quotients (TEQ) In Two Populations Near Wood Treatment Facilities. *Organohalogen Compounds*, Volume 70 (2008) page 002254.
- Tam L. K., Wu C. D., Clark J. J. and **Rosenfeld, P.E.** (2008) Methods For Collect Samples For Assessing Dioxins And Other Environmental Contaminants In Attic Dust: A Review. *Organohalogen Compounds*, Volume 70 (2008) page 000527
- Hensley A.R., Scott, A., Rosenfeld P.E., **Clark, J.J.J.** (2007). "Attic Dust And Human Blood Samples Collected Near A Former Wood Treatment Facility." *Environmental Research*. 105:194-199.
- Rosenfeld, P.E., **Clark, J. J.**, Hensley, A.R., and Suffet, I.H. 2007. "The Use Of An Odor Wheel Classification For The Evaluation of Human Health Risk Criteria For Compost Facilities" *Water Science & Technology*. 55(5): 345-357.
- Hensley A.R., Scott, A., Rosenfeld P.E., **Clark, J.J.J.** 2006. "Dioxin Containing Attic Dust And Human Blood Samples Collected Near A Former Wood Treatment Facility." The 26th International Symposium on Halogenated Persistent Organic Pollutants –

DIOXIN2006, August 21 – 25, 2006. Radisson SAS Scandinavia Hotel in Oslo Norway.

Rosenfeld, P.E., **Clark, J. J.** and Suffet, I.H. 2005. “The Value Of An Odor Quality Classification Scheme For Compost Facility Evaluations” The U.S. Composting Council’s 13th Annual Conference January 23 - 26, 2005, Crowne Plaza Riverwalk, San Antonio, TX.

Rosenfeld, P.E., **Clark, J. J.** and Suffet, I.H. 2004. “The Value Of An Odor Quality Classification Scheme For Urban Odor” WEFTEC 2004. 77th Annual Technical Exhibition & Conference October 2 - 6, 2004, Ernest N. Morial Convention Center, New Orleans, Louisiana.

Clark, J.J.J. 2003. “Manufacturing, Use, Regulation, and Occurrence of a Known Endocrine Disrupting Chemical (EDC), 2,4-Dichlorophenoxyacetic Acid (2,4-D) in California Drinking Water Supplies.” National Groundwater Association Southwest Focus Conference: Water Supply and Emerging Contaminants. Minneapolis, MN. March 20, 2003.

Rosenfeld, P. and **J.J.J. Clark.** 2003. “Understanding Historical Use, Chemical Properties, Toxicity, and Regulatory Guidance” National Groundwater Association Southwest Focus Conference: Water Supply and Emerging Contaminants. Phoenix, AZ. February 21, 2003.

Clark, J.J.J., Brown A. 1999. Perchlorate Contamination: Fate in the Environment and Treatment Options. In Situ and On-Site Bioremediation, Fifth International Symposium. San Diego, CA, April, 1999.

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Browne, T., **Clark, J.J.J.** 1998. Treatment Options For Perchlorate In Drinking Water. Proceedings From the Groundwater Resource Association Seventh Annual Meeting, Walnut Creek, CA, October 23, 1998.

Clark, J.J.J., Brown, A., Rodriguez, R. 1998. The Public Health Implications of MtBE and Perchlorate in Water: Risk Management Decisions for Water Purveyors. Proceedings of the National Ground Water Association, Anaheim, CA, June 3-4, 1998.

Clark J.J.J., Brown, A., Ulrey, A. 1997. Impacts of Perchlorate On Drinking Water In The Western United States. U.S. EPA Symposium on Biological and Chemical Reduction of Chlorate and Perchlorate, Cincinnati, OH, December 5, 1997.

Clark, J.J.J.; Corbett, G.E.; Kerger, B.D.; Finley, B.L.; Paustenbach, D.J. 1996. Dermal Uptake of Hexavalent Chromium In Human Volunteers: Measures of Systemic Uptake From Immersion in Water At 22 PPM. Toxicologist. 30(1):14.

- Dodge, D.G.; **Clark, J.J.J.**; Kerger, B.D.; Richter, R.O.; Finley, B.L.; Paustenbach, D.J. 1996. Assessment of Airborne Hexavalent Chromium In The Home Following Use of Contaminated Tapwater. *Toxicologist*. 30(1):117-118.
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- Harber, P.H.; Gong, H., Jr.; Lachenbruch, A.; **Clark, J.**; Hsu, P. (1992). Respiratory Pattern Effect of Acute Sulfur Dioxide Exposure in Asthmatics. *American Review of Respiratory Disease*. 145(4):A88.
- McManus, M.S.; Gong, H., Jr.; Clements, P.; **Clark, J.J.J.** (1991). Respiratory Response of Patients With Interstitial Lung Disease To Inhaled Ozone. *American Review of Respiratory Disease*. 143(4):A91.
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- Tierney, D.F. and **J.J.J. Clark**. (1990). Lung Polyamine Content Can Be Increased By Spermidine Infusions Into Hyperoxic Rats. *American Review of Respiratory Disease*. 139(4):A41.

EXHIBIT B

HARP2 OUTPUT

*HARP - HRACalc v21081 3/21/2022 5:43:40 PM - Cancer Risk - Input File: C:\Users\jclar\OneDrive\Desktop\Clark and Associates\Project 157 - ABJC - Bronson Towers\AERMOD\ave conc 30 yearHRAInput.hra

INDEX	GRP1	GRP2	POLID	POLABBR	CONC	RISK_SUM	SCENARIO	DETAILS	INH_RISK	SOIL_RISK	DERMAL_F	MMILK_RI	WATER_RI	FISH_RISK	CROP_RISK	BEEF_RISK
1			9901	DieselExh	F	0.00819	7.09E-06	30YrCance *	7.09E-06	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

INDEX	GRP1	GRP2	POLID	POLABBR	CONC	RISK_SUM	SCENARIO	DETAILS	DAIRY_RIS	PIG_RISK	CHICKEN_F	EGG_RISK	1ST_DRIVE	PASTURE_	FISH_CONC	WATER_CONC
1			9901	DieselExh	F	0.00819	7.09E-06	30YrCance *	0.00E+00	0.00E+00	0.00E+00	0.00E+00	INHALATIC	0.00E+00	0.00E+00	0.00E+00

EXHIBIT B



21 March 2022

Kevin T. Carmichael, Esq.
Adams Broadwell Joseph & Cardozo
520 Capitol Mall, Suite 350
Sacramento, California 95814

Subject: **Bronson Residential Tower Project**
Los Angeles, California
Review and Comment on Categorical Exemption Noise Analysis

Dear Mr. Carmichael,

As requested, we have reviewed the information and noise impact analyses in the following documents:

Categorical Exemption: Bronson Residential Tower Project ("CatEx")
Hollywood Community Plan Area, Los Angeles, California
Case Number: ENV-2021-6887-EAF
February 2022

This letter reports our comments on the noise analysis in the subject document.

Wilson Ihrig, Acoustical Consultants, has practiced exclusively in the field of acoustics since 1966. During our 56 years of operation, we have prepared hundreds of noise studies for Environmental Impact Reports and Statements. We have one of the largest technical laboratories in the acoustical consulting industry. We also utilize industry-standard acoustical programs such as Environmental Noise Model (ENM), Traffic Noise Model (TNM), Roadway Construction Noise Model (RCNM), SoundPLAN, and CADNA. In short, we are well qualified to prepare environmental noise studies and review studies prepared by others.

Adverse Effects of Noise¹

Although the health effects of noise are not taken as seriously in the United States as they are in other countries, they are real and, in many parts of the country, pervasive.

¹ More information on these and other adverse effects of noise may be found in *Guidelines for Community Noise*, eds B Berglund, T Lindvall, and D Schwela, World Health Organization, Geneva, Switzerland, 1999. (<https://www.who.int/docstore/peh/noise/Comnoise-1.pdf>)

Noise-Induced Hearing Loss. If a person is repeatedly exposed to loud noises, he or she may experience noise-induced hearing impairment or loss. In the United States, both the Occupational Health and Safety Administration (OSHA) and the National Institute for Occupational Safety and Health (NIOSH) promote standards and regulations to protect the hearing of people exposed to high levels of industrial noise.

Speech Interference. Another common problem associated with noise is speech interference. In addition to the obvious issues that may arise from misunderstandings, speech interference also leads to problems with concentration fatigue, irritation, decreased working capacity, and automatic stress reactions. For complete speech intelligibility, the sound level of the speech should be 15 to 18 dBA higher than the background noise. Typical indoor speech levels are 45 to 50 dBA at 1 meter, so any noise above 30 dBA begins to interfere with speech intelligibility. The common reaction to higher background noise levels is to raise one's voice. If this is required persistently for long periods of time, stress reactions and irritation will likely result. The problems and irritation that are associated with speech disturbance have become more pronounced during the COVID-19 pandemic because many people find themselves and the people they live with trying to work and learn simultaneously in spaces that were not designed for speech privacy.

Sleep Disturbance. Noise can disturb sleep by making it more difficult to fall asleep, by waking someone after they are asleep, or by altering their sleep stage, e.g., reducing the amount of rapid eye movement (REM) sleep. Noise exposure for people who are sleeping has also been linked to increased blood pressure, increased heart rate, increase in body movements, and other physiological effects. Not surprisingly, people whose sleep is disturbed by noise often experience secondary effects such as increased fatigue, depressed mood, and decreased work performance.

Cardiovascular and Physiological Effects. Human's bodily reactions to noise are rooted in the "fight or flight" response that evolved when many noises signaled imminent danger. These include increased blood pressure, elevated heart rate, and vasoconstriction. Prolonged exposure to acute noises can result in permanent effects such as hypertension and heart disease.

Impaired Cognitive Performance. Studies have established that noise exposure impairs people's abilities to perform complex tasks (tasks that require attention to detail or analytical processes) and it makes reading, paying attention, solving problems, and memorizing more difficult. This is why there are standards for classroom background noise levels and why offices and libraries are designed to provide quiet work environments. While sheltering-in-place during the COVID-19 pandemic, many people are finding working and learning more difficult because their home environment is not as quiet as their office or school was.

Comments on Construction Noise Level Calculations

As far as I can tell, the CatEx noise analysis utterly fails to substantively calculate noise levels based on equipment that will foreseeably be used for the construction. Rather, it appears to simply assume, without substantiation, a reference noise level for construction and then proceed to generate complex sound level plots based upon the assumed reference level.

Although the text of the CatEx states, "when considering . . . the use of multiple pieces of powered equipment (i.e., rubber-tired dozers and tractor/loader/backhoe) simultaneously", no reference sound levels for such equipment is apparent in the CatEx. The construction noise levels plots were

generated using a computer program which takes as its input sound power level per unit area (Lw/unit). The CatEx uses 109.7 dBA:

Noise emissions of industry sources				
Source name	Size m/m ²	Reference	Level	
			Day dB(A)	Night dB(A)
Construction Site	1918 m ²	Lw/unit	109.7	-

[CatEx, Appendix C]

But the 109.7 dBA Lw/unit appears to have been calculated using an assumed sound pressure level of 75 dBA (Lp) at 15.24m (50ft):

Reference	15.24	meter
Sound Pressure Level (Lp)	75.0	dBA
Sound Power Level (Lw)	109.7	dB

[CatEx, Appendix C]

I see no substantiation for this assumed reference noise level. However, the Air Quality analysis documentation does include a detailed list of equipment by phase:

Phase Name	Offroad Equipment Type	Amount
Architectural Coating	Air Compressors	1
Demolition	Concrete/Industrial Saws	1
Grading	Concrete/Industrial Saws	1
Building Construction	Cranes	1
Building Construction	Forklifts	25
Demolition	Rubber Tired Dozers	1
Grading	Rubber Tired Dozers	1
Building Construction	Tractors/Loaders/Backhoes	25
Demolition	Tractors/Loaders/Backhoes	1
Grading	Tractors/Loaders/Backhoes	25

[CatEx, Appendix D]

Using this information and the ubiquitously-used Federal Highway Administration (FHWA) Roadway Noise Construction Model methodology and data, one may calculate noise levels for the first three phases of construction.^{2,3} The values circled in red in Figure 1 are the hourly average noise levels for all of the equipment listed all operating at a distance of 50 ft. As can be seen, these levels are 7 to 11 dB higher than assumed by the CatEx noise analysis reference level of 75 dBA.

Using the simple noise model I have put together, one may calculate the following average hourly noise levels at the indicated noise-sensitive receptors (Table 1). The distances used for the calculations are those from the center of the project site to the nearest façade of the building. Not surprisingly, these levels are much higher than the estimates made for the CatEx noise analysis.

Demolition						
		RCNM Ref Values @ 50 ft				
	<u>Equipment</u>	<u>Lmax</u>	<u>Util%</u>	<u>No.</u>	<u>Distance</u>	<u>Leq</u>
	Conc Saw	89.6	20%	1	50 ft	82.6
	Tractor	84.0	40%	1	50 ft	80.0
	Backhoe	77.6	40%	1	50 ft	73.6
	Dozer	81.7	40%	1	50 ft	77.7
	Total					85.6
Grading						
		RCNM Ref Values @ 50 ft				
	<u>Equipment</u>	<u>Lmax</u>	<u>Util%</u>	<u>No.</u>	<u>Distance</u>	<u>Leq</u>
	Conc Saw	89.6	20%	1	50 ft	82.6
	Tractor	84.0	40%	1	50 ft	80.0
	Backhoe	77.6	40%	1	50 ft	73.6
	Dozer	81.7	40%	1	50 ft	77.7
	Total					85.6
Bldg Construction						
		RCNM Ref Values @ 50 ft				
	<u>Equipment</u>	<u>Lmax</u>	<u>Util%</u>	<u>No.</u>	<u>Distance</u>	<u>Leq</u>
	Crane	81.0	16%	1	50 ft	73.0
	Forklift (Man Lift)	75.0	20%	2	50 ft	71.0
	Tractor	84.0	40%	1	50 ft	80.0
	Backhoe	77.6	40%	1	50 ft	73.6
	Total					81.9

Figure 1 Noise Level Calculations Using FHWA Methodology

² Federal Highway Administration, *FHWA Roadway Construction Noise Model User's Guide*, FHWA-HEP-05-054, DOT-VNTSC-FHWA-05-01, January 2006.

³ Although tractors, loaders, and backhoes may produce similar amounts of air pollution, they do not produce similar noise levels. Since the three are lumped together in the air quality analysis, I have assumed one tractor (the loudest of the three) and one backhoe (the quietest of the three) for my noise calculations.

Table 1 Average Hourly Noise Levels at Nearest Noise Sensitive Receptors

Address	Description	Distance	Construction Phase		
			Demo	Grading	Bldg Erection
1717 N Bronson	Lombardi House	85 ft	81.0	81.0	77.3
1720 N Bronson	Residences	160 ft	75.5	75.5	71.8
5919 Carlos	Residences	208 ft	73.2	73.2	69.6
5940 Carlos	Hollywood Silvercrest Apts	260 ft	71.3	71.3	67.6

Comments on Construction Noise Impact Assessment

The CatEx correctly states that

[b]ecause the Project's construction phase would occur for more than three months, the applicable City threshold of significance for the Project's construction noise impacts is an increase of 5 dBA over existing ambient noise levels. [CatEx at p. 34]

To establish the existing ambient noise levels, measurements were made at four locations in the area around the project site. These are documented in Appendix C of the CatEx. Also located in Appendix C are the construction noise calculations and assessment, the latter of which necessarily refers to the ambient measurements. However, the ambient noise levels seem to have been mis-transcribed for the assessment portion. For example, Noise Monitoring Location #1 is clearly in front of Hollywood Silvercrest Apartments located at 5940 Carlos Avenue, and the measured sound level is 62.2 dB(A):



#1
6/2/2021

Information Panel

Name: 5018_BU050019_02062021_122422
Start Time: 6/2/2021 10:11:43 AM
Stop Time: 6/2/2021 10:26:11
Device Name: BU050019
Model Type: SoundPro DL
Device Firmware Rev: R.13H
Comments:

Summary Data Panel

Description	Meter	Value	Description
Leq	1	62.2 dB	

[CatEx at Appendix C]

However, in the assessment table, the existing Leq is shown as 67.1:

Receptor	Existing Leq
Banana Bungalow Hollywood Hostel	65.7
Residences - 1661-1673 Bronson Ave.	63.7
Residences -1720 Bronson Ave.	62.2
Hallmart Apartments - 1810 Bronson Ave.	65.7
Residences - 5855 Carlton Wy	63.7
Residences - 5919 Carlos Ave.	67.1
Hollywood Silvercrest Apartments - 5940 Carlos Ave.	67.1

A review of the other ambient measurement information reveals that 67.1 dBA Leq was actually the level at Noise Monitoring Location #4, in front of the building at 5855 Carlton.

I have appended the ambient noise measurement information from the CatEx to this letter, and I shall be using the levels indicated therein as the basis for my assessment. Given the proximity of the four measurement locations to U.S. 101 and the four reported noise levels, this makes more sense than what was done in the CatEx, i.e., distances farther from the highway should have lower noise levels.

Table 2 recreates the form of the assessment table in the CatEx, but uses the values I have calculated for construction noise and what I believe are the correctly allocated values for the existing ambient.⁴ The construction noise levels will exceed the existing ambient levels at the four nearest noise-sensitive receivers by 10 to 17 dBA, well over the 5 dBA significance threshold. Therefore, unmitigated construction noise should be identified as a significant impact.

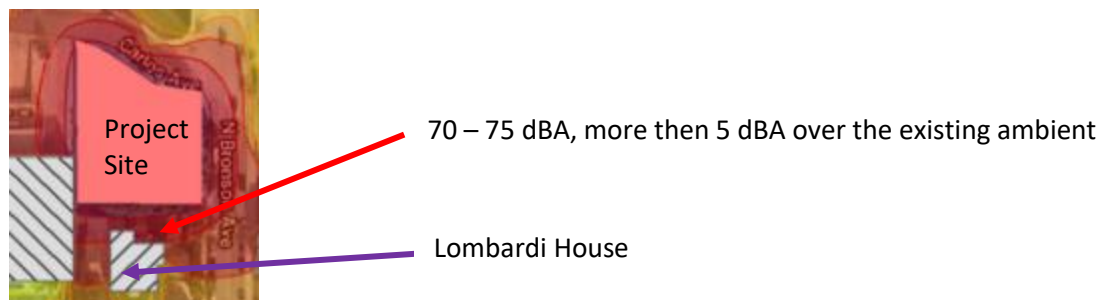
Table 2 Assessment of Construction Noise Levels at Off-Site Receptors

Receptor	Maximum Construction Noise Level (dBA Leq)	Existing Ambient Noise Level (dBA Leq)	New Ambient Noise Level (dBA Leq)	Increase (dBA Leq)	Significant Impact?
1717 Bronson	81.0	63.7	81.1	17.4	Yes
1720 Bronson	75.5	63.7	75.8	12.1	Yes
5919 Carlos	73.2	62.2	73.5	11.3	Yes
5940 Carlos	71.3	62.2	71.8	9.6	Yes

Comments about Potential Noise Mitigation

Because the CatEx failed to identify the significant noise impact that will be caused by construction noise, it does not contemplate any noise mitigation for it. It is very common for project proponents to include “use of mufflers will be required” as a construction mitigation measure and then declare the noise impact as less-than-significant. However, the data in the FHWA Roadway Construction Noise Model were collected in the 1990s and 2000s when muffler use was ubiquitous. Therefore, no additional noise mitigation from mufflers may be expected.

⁴ The assessment in the CatEx is presented on page 35, CatEx Table 14. My Table 2 does not include the farther-away receptors but it does include the Lombardi House which is described on its website as “Perfect for long stays or group celebrations, this elegant historic home offers four newly renovated guest suites . . . Our accommodations are modern, spacious, and bright and can comfortably sleep up to 28 guests.” [https://www.lombardihouse.com/history/#about-panel]. Interestingly, the CatEx construction noise calculation sheets do include the Lombardi House on the initial “Receiver list”, but do not include it in the final analysis results perhaps because the CatEx’s own noise analysis – erroneous as it is – indicates that the noise level increase there would be greater than 5 dBA, a significant noise impact. [CatEx, Appendix C]



The only realistic way to reduce noise levels at the neighboring receptors is to construct a tall, temporary noise control barrier on the sides of the project area nearest those receptors. Figure 2 indicates where it ought to be deployed, and Figure 3 shows such a barrier. In order to shield the upper floors of the neighboring buildings, the barrier would need be on the order of 15 to 20 feet tall.

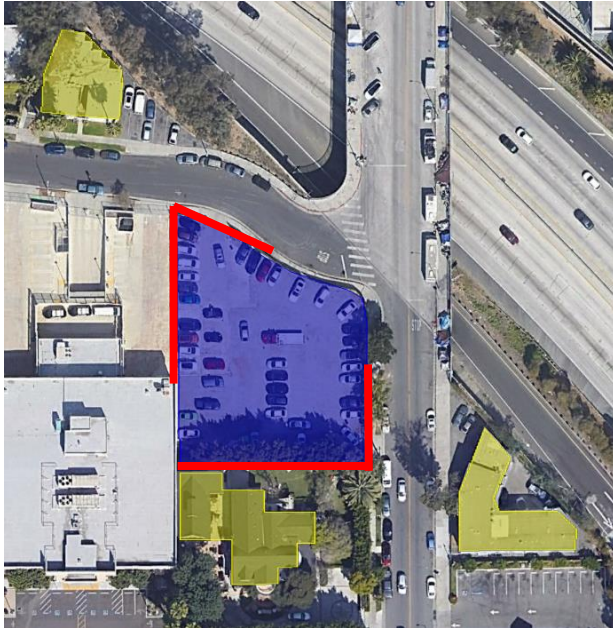


Figure 2 Extent of Noise Barrier



Figure 3 Tall Construction Noise Barrier

Conclusions

1. The CatEx construction noise analysis appears to be based on an unsubstantiated noise reference level. Information in the Air Quality analysis enables industry-standard noise calculations which indicate that the assumed reference level is 7 to 11 dB too low.
2. The CatEx mixes up the measured ambient noise levels. When the levels are used at the proper location and the industry-standard construction noise calculations are used for the assessment, the increase is seen to be 10 to 17 dB, well over the 5 dB threshold of significance.
3. Because the primary noise source from construction is the exhaust noise from diesel-powered equipment, and because the exhaust stack outlets are typically 7 to 8 feet above the ground, a tall, temporary construction noise barrier is the only realistic means of reducing the construction noise levels. The noise calculations already account for mufflers, so no additional noise attenuation should be expected by requiring them, though they should be required.

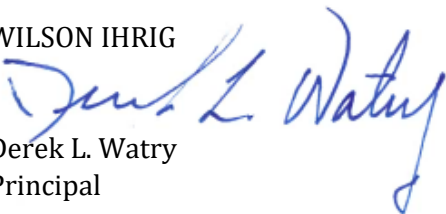


Please contact me if you have any question about this review of the noise analysis in the *Bronson Residential Tower Project* Categorical Exemption noise analysis.

Very truly yours,

WILSON IHRIG

Derek L. Watry
Principal



2022-03-21 - bronson tower - noise - d watry.docx



DOUGLASKIM+ASSOCIATES,LLC

AMBIENT NOISE MEASUREMENTS

From CatEx, Appendix C



Figure 1
Noise Monitoring Locations



#1

6/2/2021

Information Panel

Name	S018_BIJ050019_02062021_122422
Start Time	6/2/2021 10:11:43 AM
Stop Time	6/2/2021 10:26:43
Device Name	BIJ050019
Model Type	SoundPro DL
Device Firmware Rev	R.13H
Comments	

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	62.2 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF
Exchange Rate	2	5 dB	Weighting	2	C
Response	2	FAST			

Statistics Table

dB:	0.0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	%
58:	0.00	0.12	0.16	0.14	0.29	0.26	0.22	0.26	0.29	0.30	2.05
59:	0.34	0.38	0.48	0.67	0.73	0.63	0.76	0.82	0.93	0.73	6.46
60:	1.00	0.90	1.25	1.24	1.51	2.07	2.15	2.32	2.63	3.56	18.64
61:	4.07	3.67	3.68	2.12	3.41	3.14	3.47	3.39	2.74	2.99	32.68
62:	2.76	2.75	2.60	3.10	2.59	2.42	1.89	1.77	1.79	1.29	22.97
63:	1.41	1.44	1.38	1.25	0.94	0.80	0.87	0.90	0.65	0.50	10.14
64:	0.56	0.52	0.28	0.15	0.26	0.23	0.15	0.18	0.16	0.19	2.68
65:	0.15	0.15	0.08	0.13	0.15	0.12	0.16	0.12	0.08	0.17	1.31
66:	0.12	0.16	0.07	0.04	0.07	0.03	0.05	0.06	0.10	0.16	0.86
67:	0.16	0.10	0.14	0.09	0.11	0.07	0.09	0.08	0.07	0.04	0.94
68:	0.04	0.05	0.08	0.09	0.05	0.10	0.09	0.09	0.06	0.14	0.80
69:	0.06	0.04	0.05	0.01	0.02	0.01	0.01	0.01	0.01	0.01	0.24
70:	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.09
71:	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.02	0.01	0.01	0.10

#2

6/2/2021

Information Panel

Name	S019_BIJ050019_02062021_122423
Start Time	6/2/2021 10:35:11 AM
Stop Time	6/2/2021 10:50:11 AM
Device Name	BIJ050019
Model Type	SoundPro DL
Device Firmware Rev	R.13H
Comments	

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	65.7 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF
Exchange Rate	2	5 dB	Weighting	2	C
Response	2	FAST			

Statistics Table

dB:	0.0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	%
62:	0.00	0.00	0.00	0.00	0.06	0.10	0.13	0.43	0.29	0.37	1.39
63:	0.27	0.21	0.33	0.53	0.53	0.67	0.95	1.28	2.42	2.34	9.54
64:	2.34	2.61	3.11	2.14	3.69	3.30	3.16	3.13	3.38	3.83	30.68
65:	3.66	3.49	3.38	3.18	2.85	3.02	2.81	2.61	2.37	2.50	29.85
66:	2.23	2.19	2.03	2.03	1.77	1.46	1.71	1.56	1.62	1.39	17.99
67:	0.97	0.92	0.93	0.50	0.61	0.49	0.26	0.22	0.28	0.31	5.50
68:	0.31	0.17	0.27	0.14	0.13	0.21	0.18	0.12	0.12	0.15	1.79
69:	0.08	0.04	0.12	0.10	0.07	0.08	0.08	0.11	0.11	0.15	0.94
70:	0.15	0.15	0.15	0.11	0.11	0.16	0.20	0.14	0.08	0.09	1.34
71:	0.10	0.06	0.08	0.08	0.06	0.07	0.07	0.05	0.04	0.07	0.68
72:	0.05	0.04	0.02	0.02	0.01	0.01	0.01	0.02	0.02	0.02	0.23
73:	0.01	0.01	0.02	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.06

#3

6/2/2021

Information Panel

Name	S020_BIJ050019_02062021_122423
Start Time	6/2/2021 10:59:27 AM
Stop Time	6/2/2021 11:14:27 AM
Device Name	BIJ050019
Model Type	SoundPro DL
Device Firmware Rev	R.13H
Comments	

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	63.7 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF
Exchange Rate	2	5 dB	Weighting	2	C
Response	2	FAST			

Statistics Table

dB:	0.0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	%
49:	0.00	0.00	0.00	0.00	0.00	0.00	0.09	0.17	0.02	0.13	0.40
50:	0.14	0.09	0.11	0.09	0.05	0.02	0.03	0.13	0.03	0.03	0.71
51:	0.22	0.35	0.18	0.24	0.35	0.52	0.36	0.59	0.84	0.67	4.32
52:	0.64	0.62	0.58	0.40	0.85	1.01	0.91	0.85	0.84	0.89	7.59
53:	0.84	0.59	0.52	0.60	0.79	0.55	0.66	0.63	0.73	0.73	6.64
54:	0.81	0.90	0.91	0.86	0.92	0.88	0.90	0.73	0.81	0.78	8.49
55:	0.78	0.82	0.90	0.48	0.51	0.55	0.64	0.82	0.82	0.76	7.06
56:	0.94	0.78	0.74	0.76	0.58	0.67	0.62	0.59	0.57	0.63	6.88
57:	0.58	0.48	0.52	0.51	0.63	0.64	0.56	0.63	0.57	0.48	5.59
58:	0.52	0.52	0.53	0.44	0.55	0.59	0.66	0.56	0.54	0.58	5.49
59:	0.81	0.77	0.63	0.51	0.49	0.46	0.49	0.52	0.55	0.51	5.74
60:	0.64	0.64	0.57	0.51	0.58	0.50	0.46	0.53	0.51	0.56	5.51
61:	0.48	0.48	0.47	0.38	0.51	0.51	0.50	0.45	0.43	0.52	4.74
62:	0.52	0.52	0.50	0.51	0.61	0.53	0.66	0.48	0.44	0.42	5.18

#4

6/2/2021

Information Panel

Name	S021_BIJ050019_02062021_122424
Start Time	6/2/2021 11:21:10 AM
Stop Time	6/2/2021 11:36:10 AM
Device Name	BIJ050019
Model Type	SoundPro DL
Device Firmware Rev	R.13H
Comments	

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	67.1 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF
Exchange Rate	2	5 dB	Weighting	2	C
Response	2	FAST			

Statistics Table

dB:	0.0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	%
62:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.20	0.20
63:	0.15	0.17	0.18	0.14	0.16	0.11	0.32	0.36	0.44	0.77	2.79
64:	0.67	0.77	0.91	0.73	0.90	0.86	0.87	0.96	0.93	1.07	8.68
65:	0.92	1.07	1.12	1.50	1.75	2.04	1.97	1.99	2.15	2.34	16.85
66:	2.30	2.34	2.12	2.65	2.73	2.77	2.95	3.24	3.22	3.02	27.32
67:	3.57	3.45	3.44	2.38	2.82	2.20	1.90	1.76	1.72	1.65	24.89
68:	1.49	1.20	1.13	1.18	1.45	1.26	0.96	0.93	0.79	0.74	11.14
69:	0.75	0.69	0.65	0.56	0.67	0.47	0.37	0.33	0.40	0.34	5.24
70:	0.26	0.24	0.19	0.11	0.12	0.14	0.07	0.10	0.08	0.10	1.42
71:	0.14	0.15	0.08	0.09	0.11	0.05	0.03	0.03	0.04	0.01	0.73
72:	0.01	0.01	0.01	0.02	0.01	0.02	0.01	0.03	0.07	0.06	0.25
73:	0.02	0.02	0.05	0.06	0.04	0.02	0.01	0.01	0.01	0.01	0.23
74:	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.08
75:	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.07

DEREK L. WATRY

Principal

Since joining Wilson Ihrig in 1992, Derek has gained experienced in many areas of practice including environmental, construction, forensic, architectural, and industrial. For all of these, he has conducted extensive field measurements, established acceptability criteria, and calculated future noise and vibration levels. In the many of these areas, he has prepared CEQA and NEPA noise technical studies and EIR/EIS sections. Derek has a thorough understanding of the technical, public relations, and political aspects of environmental noise and vibration compliance work. He has helped resolve complex community noise issues, and he has also served as an expert witness in numerous legal matters.

Education

- M.S. Mechanical Engineering, University of California, Berkeley
- B.S. Mechanical Engineering, University of California, San Diego
- M.B.A. Saint Mary's College of California

Project Experience

12th Street Reconstruction, Oakland, CA

Responsible for construction noise control plan from pile driving after City received complaints from nearby neighbors. Attendance required at community meetings.

525 Golden Gate Avenue Demolition, San Francisco, CA

Noise and vibration monitoring and consultation during demolition of a multi-story office building next to Federal, State, and Municipal Court buildings for the SFDPPW.

911 Emergency Communications Center, San Francisco, CA

Technical assistance on issues relating to the demolition and construction work including vibration monitoring, developing specification and reviewing/recommending appropriate methods and equipment for demolition of Old Emergency Center for the SFDPPW.

Central Contra Costa Sanitary District, Grayson Creek Sewer, Pleasant Hill, CA

Evaluation of vibration levels due to construction of new sewer line in hard soil.

City of Atascadero, Review of Walmart EIR Noise Analysis, Atascadero, CA

Review and Critique of EIR Noise Analysis for the Del Rio Road Commercial Area Specific Plan.

City of Fremont, Ongoing Environmental Services On-Call Contract, Fremont, CA

Work tasks primarily focus on noise insulation and vibration control design compliance for new residential projects and peer review other consultant's projects.

City of Fremont, Patterson Ranch EIR, Fremont, CA

Conducted noise and vibration portion of the EIR.

City of King City, Silva Ranch Annexation EIR, King City, CA

Conducted the noise portion of the EIR and assessed the suitability of the project areas for the intended development. Work included a reconnaissance of existing noise sources and receptors in and around the project areas, and long-term noise measurements at key locations.

Conoco Phillips Community Study and Expert Witness, Rodeo, CA

Investigated low frequency noise from exhaust stacks and provided expert witness services representing Conoco Phillips. Evaluated effectiveness of noise controls implemented by the refinery.

Golden Gate Park Concourse Underground Garage, San Francisco, CA

Noise and vibration testing during underground garage construction to monitor for residences and an old sandstone statue during pile driving for the City of San Francisco.

Laguna Honda Hospital, Clarendon Hall Demolition, San Francisco, CA

Project manager for performed vibration monitoring during demolition of an older wing of the Laguna Honda Hospital.

Loch Lomond Marina EIR, San Rafael, CA

Examined traffic noise impacts on existing residences for the City of San Rafael. Provided the project with acoustical analyses and reports to satisfy the requirements of Title 24.

Mare Island Dredge and Material Disposal, Vallejo, CA

EIR/EIS analysis of noise from planned dredged material off-loading operations for the City of Vallejo.

Napa Creek Vibration Monitoring Review, CA

Initially brought in to peer review construction vibration services provided by another firm, but eventually was tapped for its expertise to develop a vibration monitoring plan for construction activities near historic buildings and long-term construction vibration monitoring.

San Francisco DPW, Environmental Services On-Call, CA

Noise and vibration monitoring for such tasks as: Northshore Main Improvement project, and design noise mitigation for SOMA West Skate Park.

San Francisco PUC, Islais Creek Clean Water Program, San Francisco, CA

Community noise and vibration monitoring during construction, including several stages of pile driving. Coordination of noise and ground vibration measurements during pile driving and other construction activity to determine compliance with noise ordinance. Coordination with Department of Public Works to provide a vibration seminar for inspectors and interaction with Construction Management team and nearby businesses to resolve noise and vibration issues.

San Francisco PUC, Richmond Transport Tunnel Clean Water Program, San Francisco, CA

Environmental compliance monitoring of vibration during soft tunnel mining and boring, cut-and-cover trenching for sewer lines, hard rock tunnel blasting and site remediation. Work involved long-term monitoring of general construction activity, special investigations of groundborne vibration from pumps and bus generated ground vibration, and interaction with the public (homeowners).

Santa Clara VTA, Capitol Expressway Light Rail (CELR) Bus Rapid Transit (BRT) Update EIS, CA

Reviewed previous BRT analysis and provide memo to support EIS.

Shell Oil Refinery, Martinez, CA

Identified source of community noise complaints from tonal noise due to refinery equipment and operations. Developed noise control recommendations. Conducted round-the-clock noise measurements at nearby residence and near to the property line of the refinery and correlated results. Conducted an exhaustive noise survey of the noisier pieces of equipment throughout the refinery to identify and characterize the dominant noise sources that were located anywhere from a quarter to three-quarters of a mile away. Provided a list of actions to mitigate noise from the noisiest pieces of refinery equipment. Assisted the refinery in the selection of long-term noise monitoring equipment to be situated on the refinery grounds so that a record of the current noise environment will be documented, and future noise complaints can be addressed more efficiently.

Tyco Electronics Corporation, Annual Noise Compliance Study, Menlo Park, CA

Conducted annual noise compliance monitoring. Provided letter critiquing the regulatory requirements and recommending improvements.

University of California, San Francisco Mission Bay Campus Vibration Study, CA

Conducted measurements and analysis of ground vibration across site due to heavy traffic on Third Street. Analysis included assessment of pavement surface condition and propensity of local soil structure.

EXHIBIT C



SMITH ENGINEERING & MANAGEMENT

March 22, 2022

Mr. Kevin Carmichael
Adams Broadwell Joseph & Cardozo
520 Capitol Mall, Suite 350
Sacramento, CA 95814

Subject: Bronson Residential Tower Project (Case #: 2021-6887-EAF)
P22008

Dear Mr. Carmichael:

Per your request, I reviewed the Categorical Exemption documentation (the "CE") for the Bronson Residential Tower Project (the "Project") in the City of Los Angeles (the "City"). My review is with respect to transportation and circulation considerations.

My qualifications to perform this review include registration as a Civil and Traffic Engineer in California, over 50 years professional consulting practice in these fields and both preparation and review of the traffic and transportation components of numerous environmental documents prepared under the California Environmental Quality Act ("CEQA"). My professional resume is attached hereto.

The Project Is Non-Conformant with the City of Los Angeles Mobility Plan

The City of Los Angeles Mobility Plan requires right-of-way dedication and improvements of 9-feet along the Project's Bronson Avenue frontage and 4-feet along its Carlos Avenue frontage. The Project applicant is requesting waiver of these Plan-required dedications and improvements. The notion is that if the City were to approve these waivers to the Mobility Plan requirements, the Project would be in conformance with the Mobility Plan. However, this notion that the City could grant the Project major exceptions to the Mobility Plan requirements and still find the Project consistent with the Mobility Plan is completely incongruous. The City could waive the non-conformity of the Project with respect to the street right-of-way requirements of the Mobility Plan although, excepting the applicants obvious desire to maximize the footprint of the proposed development, no compelling reasons for doing so have been

presented. But it cannot do so while processing the environmental review of the Project as an Infill Section 15332 Categorical Exemption.

Conventional Traffic Delay/Level of Service Analysis Fails To Highlight Key Information

The Los Angeles Department of Transportation's *Transportation Assessment Guidelines* require certain conventional transportation analyses not necessarily required by CEQA that provide additional information to decision-makers related to the City's exercise of discretionary authority to make findings that may help correct for transportation deficiencies so that a project must enhance the built environment and that it not further degrade the surrounding neighborhood; that it not further degrade the public health, welfare, and safety; and that a project must substantially conform to the purpose, intent and provisions of the General Plan. The CE documentation Appendix B includes such analyses that the City terms non-CEQA matters. However, the Appendix B narrative focuses on the minor intersections analyzed that are, at least theoretically, not delay and level-of-service ("LOS") challenged and fails to discuss the findings at the two (of only four) intersections analyzed that are seriously problematic in terms of delay and LOS.

What the computational results summarized in Appendix B, Tables 13 and 14 show is that the intersection of Hollywood Boulevard with Bronson Avenue deteriorates from an AM peak 32.0 seconds delay¹/LOS C and PM peak 57.8 seconds delay/LOS E in the existing condition without the Project to an AM peak 206.8 seconds delay/LOS F and PM peak 201.1 seconds delay/LOS F in the cumulative (2024) with Project condition. What this means is that, over a period of just 3 years, in the AM peak the intersection deteriorates from a very acceptable LOS C to a condition about 2.5 times worse than the threshold of unacceptable and dysfunctional LOS F. In the PM peak the deterioration is from a marginally functional LOS E to a condition about 2.5 times worse than the threshold of unacceptable and dysfunctional LOS F. The report contains no discussion about the seriousness of this deterioration, what plans the City might have to correct it or what other measures the City might consider to offset it. To be fair, the Project is responsible for only a small share of the deterioration. Most of it results from ambient traffic growth and related concurrent development projects. However, the severity of deteriorative change should at least pose the question of the appropriateness of further development intensification in this immediate area. We also note that the analysis of the intersection of Bronson Avenue with Franklin Avenue shows similar though less severe deterioration.

The Description of the Queueing Analysis Involves More Abject Failure to Alert Decision-makers to the Severity of Problems in the Project Area

¹ Average intersection delay per vehicle.





















The Transportation Assessment did perform a queuing analysis. However, its narrative description of it is comprised of 4 sentences totaling 6 lines of text that describe the methodology and direct the reader to computation sheets in Sub-appendix E of Appendix B where the actual results are buried. There are no tabular summaries of the queuing analysis results. An interested party must consider each of 32 computation sheets, locate the line among each of 42 cryptically described lines on each sheet that describes the number of queued vehicles at the 95th percentile queue level, identify the number of queued vehicles in each of up to 12 columns on each sheet representing each turning movement, multiply the number of queued vehicles, multiply the number of queued vehicles in each column by 25 feet and compare that queue length to physical features on a scale aerial photo such as turn storage length, spacing to upstream intersections and major parking area access/egress points. As an example of the challenge for a decision-maker or a non-transportation professional among the public who wants to understand what the queue analysis shows, we reproduce one of the 32 computation sheets involved with the line indicating the number of queued vehicles in the 95th percentile queue circled. If the preparers wanted to claim they had performed a queue analysis but wanted to obscure the results from decision-makers and the public, they couldn't have done a better job.

Here is an example of what the queuing analysis that was performed actually shows. In the existing condition in the PM peak hour, the 95th percentile left turn queue from Hollywood Boulevard westbound to Bronson Avenue Southbound is 9.2 vehicles or 230 feet. The left turn pocket servicing this movement is only about 185 feet including entry taper. This means the left turn queue occasionally obstructs one of the westbound through lanes on Hollywood Boulevard and, although it extends into the limits of the intersection of Hollywood Boulevard with the southbound 101 ramps, it should not interfere with movements to or from those ramps. So the existing condition is not the most desirable situation, but not a disaster.

Now we consider the 2024 cumulative condition with ambient traffic growth, the traffic from concurrent relevant projects and the subject Project itself. According to the computation sheets, the projected 95th percentile queue length on the westbound to southbound left is 28.7 vehicles or 717 feet. This means the queue completely overflows the left turn storage lane, blocking a westbound through lane on Hollywood Boulevard, extends through the intersection with the southbound 101 ramps, through the intersection with the northbound 101 ramps, through the intersection with N. Van Ness Avenue and well east on the block toward Taft Avenue. Depending on the discipline or lack of discipline among drivers in respecting the CLEAR zones at the intersections it extends through, the queue may seriously interfere with operations at those intersections.

HCM 6th Signalized Intersection Summary
4: Bronson Ave & Hollywood BI

02/16/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	141	1096	67	172	953	102	81	356	357	96	202	57
Future Volume (veh/h)	141	1096	67	172	953	102	81	356	357	96	202	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	153	1191	73	187	1036	111	88	387	388	104	220	62
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	151	731	45	80	1356	145	321	400	401	60	111	23
Arrive On Green	0.42	0.42	0.42	0.42	0.42	0.42	0.47	0.47	0.47	0.47	0.47	0.47
Sat Flow, veh/h	490	1744	107	439	3238	347	1097	857	859	20	239	49
Grp Volume(v), veh/h	153	0	1264	187	568	579	88	0	775	386	0	0
Grp Sat Flow(s),veh/h/ln	490	0	1851	439	1777	1808	1097	0	1716	308	0	0
Q Serve(g_s), s	13.1	0.0	37.7	0.0	24.6	24.6	0.0	0.0	39.5	2.5	0.0	0.0
Cycle Q Clear(g_c), s	37.7	0.0	37.7	37.7	24.6	24.6	9.8	0.0	39.5	42.0	0.0	0.0
Prop In Lane	1.00		0.06	1.00		0.19	1.00		0.50	0.27		0.16
Lane Grp Cap(c), veh/h	151	0	775	80	744	757	321	0	801	195	0	0
V/C Ratio(X)	1.01	0.00	1.63	2.34	0.76	0.76	0.27	0.00	0.97	1.98	0.00	0.00
Avail Cap(c_a), veh/h	151	0	775	80	744	757	321	0	801	195	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	41.9	0.0	26.2	45.0	22.3	22.4	15.4	0.0	23.3	22.7	0.0	0.0
Incr Delay (d2), s/veh	76.3	0.0	289.4	638.9	7.3	7.2	2.1	0.0	24.9	460.7	0.0	0.0
Initial Q Delay(d3) s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.8	0.0	120.6	28.7	16.7	17.0	2.3	0.0	27.7	48.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	118.3	0.0	315.6	683.9	29.6	29.6	17.5	0.0	48.2	483.4	0.0	0.0
LnGrp LOS	F	A	F	F	C	C	B	A	D	F	A	A
Approach Vol, veh/h	1417			1334			863			386		
Approach Delay, s/veh	294.3			121.3			45.1			483.4		
Approach LOS	F			F			D			F		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	42.8			47.2			42.8			47.2		
Change Period (Y+Rc), s	5.1			* 5.2			5.1			* 5.2		
Max Green Setting (Gmax), s	37.7			* 42			37.7			* 42		
Max Q Clear Time (g_c+I1), s	39.7			44.0			39.7			41.5		
Green Ext Time (p_c), s	0.0			0.0			0.0			0.3		
Intersection Summary												
HCM 6th Ctrl Delay	201.1											
HCM 6th LOS	F											
Notes												

FP PM 10:24 am 02/16/2021
GTC

Synchro 11 Report
Page 4

Queues of this extended nature constitute accident hazards for the general public and can delay emergency service response. Also, even though the Project itself

Mr. Kevin Carmichael
Adams Broadwell Joseph & Cardozo
March 22, 2022
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does not add more than 25 peak hour trips to the 101 off ramps, if the driving public does not respect the CLEAR zones at the off ramp intersections (as often happens when queues are excessive) queues on the off ramps may extend onto the freeway mainline, an extremely hazardous situation. These hazards and the potential interference with emergency service response are CEQA matters that have not been addressed in the CE documentation.

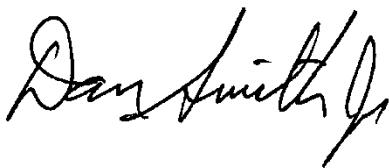
The Transportation analysis not only failed to coherently describe the queue and LOS conditions that create the disruptive and hazardous queues that have CEQA and non-CEQA consequences, it fails to describe any potential improvements that would reduce or eliminate the adverse effects of those significant consequences. Some, but not all of the potential remedies include, but are not limited to prohibiting left turns from Hollywood Boulevard to northbound and southbound N. Bronson Avenue, making the N. Bronson connections to Hollywood Boulevard right turn in and right turn out movements only and similar alterations at the intersection of N. Bronson with Franklin. The Public and the TA are deficient in failing to address these and similar measures (such as maintaining the Mobility Plan right-of-way dedication requirements in order to ultimately develop a multi-lane approach to the intersection of N. Bronson and Hollywood Boulevard that would mitigate these safety and operations impacts.

Conclusion

Given the above, the CE document is inadequate and inappropriate.

Sincerely,

Smith Engineering & Management
A California Corporation



Daniel T. Smith Jr., P.E.
President



SMITH ENGINEERING & MANAGEMENT

DANIEL T. SMITH, Jr.
President

EDUCATION

Bachelor of Science, Engineering and Applied Science, Yale University, 1967
Master of Science, Transportation Planning, University of California, Berkeley, 1968

PROFESSIONAL REGISTRATION

California No. 21913 (Civil) Nevada No. 7969 (Civil) Washington No. 29337 (Civil)
California No. 938 (Traffic) Arizona No. 22131 (Civil)

PROFESSIONAL EXPERIENCE

Smith Engineering & Management, 1993 to present. President.
DKS Associates, 1979 to 1993. Founder, Vice President, Principal Transportation Engineer.
De Leuw, Cather & Company, 1968 to 1979. Senior Transportation Planner.
Personal specialties and project experience include:

Litigation Consulting. Provides consultation, investigations and expert witness testimony in highway design, transit design and traffic engineering matters including condemnations involving transportation access issues; traffic accidents involving highway design or traffic engineering factors; land use and development matters involving access and transportation impacts; parking and other traffic and transportation matters.

Urban Corridor Studies/Alternatives Analysis. Principal-in-charge for State Route (SR) 102 Feasibility Study, a 35-mile freeway alignment study north of Sacramento. Consultant on I-280 Interstate Transfer Concept Program, San Francisco, an AA/EIS for completion of I-280, demolition of Embarcadero freeway, substitute light rail and commuter rail projects. Principal-in-charge, SR 238 corridor freeway/expressway design/environmental study, Hayward (Calif.) Project manager, Sacramento Northeast Area multi-modal transportation corridor study. Transportation planner for I-80N West Terminal Study, and Harbor Drive Traffic Study, Portland, Oregon. Project manager for design of surface segment of Woodward Corridor LRT, Detroit, Michigan. Directed staff on I-80 National Strategic Corridor Study (Sacramento-San Francisco), US 101-Sonoma freeway operations study, SR 92 freeway operations study, I-880 freeway operations study, SR 152 alignment studies, Sacramento RTD light rail systems study, Tasman Corridor LRT AA/EIS, Fremont-Warm Springs BART extension plan/EIR, SRs 70/99 freeway alternatives study, and Richmond Parkway (SR 93) design study.

Area Transportation Plans. Principal-in charge for transportation element of City of Los Angeles General Plan Framework, shaping nations largest city two decades into 21st century. Project manager for the transportation element of 300-acre Mission Bay development in downtown San Francisco. Mission Bay involves 7 million gsf office/commercial space, 8,500 dwelling units, and community facilities. Transportation features include relocation of commuter rail station; extension of MUNI-Metro LRT; a multi-modal terminal for LRT, commuter rail and local bus; removal of a quarter mile elevated freeway; replacement by new ramps and a boulevard; an internal roadway network overcoming constraints imposed by an internal tidal basin; freeway structures and rail facilities; and concept plans for 20,000 structured parking spaces. Principal-in-charge for circulation plan to accommodate 9 million gsf of office/commercial growth in downtown Bellevue (Wash.). Principal-in-charge for 64 acre, 2 million gsf multi-use complex for FMC adjacent to San Jose International Airport. Project manager for transportation element of Sacramento Capitol Area Plan for the state governmental complex, and for Downtown Sacramento Redevelopment Plan. Project manager for Napa (Calif.) General Plan Circulation Element and Downtown Riverfront Redevelopment Plan, on parking program for downtown Walnut Creek, on downtown transportation plan for San Mateo and redevelopment plan for downtown Mountain View (Calif.), for traffic circulation and safety plans for California cities of Davis, Pleasant Hill and Hayward, and for Salem, Oregon.

TRAFFIC • TRANSPORTATION • MANAGEMENT
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Transportation Centers. Project manager for Daly City Intermodal Study which developed a \$7 million surface bus terminal, traffic access, parking and pedestrian circulation improvements at the Daly City BART station plus development of functional plans for a new BART station at Colma. Project manager for design of multi-modal terminal (commuter rail, light rail, bus) at Mission Bay, San Francisco. In Santa Clarita Long Range Transit Development Program, responsible for plan to relocate system's existing timed-transfer hub and development of three satellite transfer hubs. Performed airport ground transportation system evaluations for San Francisco International, Oakland International, Sea-Tac International, Oakland International, Los Angeles International, and San Diego Lindberg.

Campus Transportation. Campus transportation planning assignments for UC Davis, UC Berkeley, UC Santa Cruz and UC San Francisco Medical Center campuses; San Francisco State University; University of San Francisco; and the University of Alaska and others. Also developed master plans for institutional campuses including medical centers, headquarters complexes and research & development facilities.

Special Event Facilities. Evaluations and design studies for football/baseball stadiums, indoor sports arenas, horse and motor racing facilities, theme parks, fairgrounds and convention centers, ski complexes and destination resorts throughout western United States.

Parking. Parking programs and facilities for large area plans and individual sites including downtowns, special event facilities, university and institutional campuses and other large site developments; numerous parking feasibility and operations studies for parking structures and surface facilities; also, resident preferential parking .

Transportation System Management & Traffic Restraint. Project manager on FHWA program to develop techniques and guidelines for neighborhood street traffic limitation. Project manager for Berkeley, (Calif.), Neighborhood Traffic Study, pioneered application of traffic restraint techniques in the U.S. Developed residential traffic plans for Menlo Park, Santa Monica, Santa Cruz, Mill Valley, Oakland, Palo Alto, Piedmont, San Mateo County, Pasadena, Santa Ana and others. Participated in development of photo/radar speed enforcement device and experimented with speed humps. Co-author of Institute of Transportation Engineers reference publication on neighborhood traffic control.

Bicycle Facilities. Project manager to develop an FHWA manual for bicycle facility design and planning, on bikeway plans for Del Mar, (Calif.), the UC Davis and the City of Davis. Consultant to bikeway plans for Eugene, Oregon, Washington, D.C., Buffalo, New York, and Skokie, Illinois. Consultant to U.S. Bureau of Reclamation for development of hydraulically efficient, bicycle safe drainage inlets. Consultant on FHWA research on effective retrofits of undercrossing and overcrossing structures for bicyclists, pedestrians, and handicapped.

MEMBERSHIPS

Institute of Transportation Engineers Transportation Research Board

PUBLICATIONS AND AWARDS

Residential Street Design and Traffic Control, with W. Homburger *et al.* Prentice Hall, 1989.

Co-recipient, Progressive Architecture Citation, *Mission Bay Master Plan*, with I.M. Pei WRT Associated, 1984.

Residential Traffic Management, State of the Art Report, U.S. Department of Transportation, 1979.

Improving The Residential Street Environment, with Donald Appleyard *et al.*, U.S. Department of Transportation, 1979.

Strategic Concepts in Residential Neighborhood Traffic Control, International Symposium on Traffic Control Systems, Berkeley, California, 1979.

Planning and Design of Bicycle Facilities: Pitfalls and New Directions, Transportation Research Board, Research Record 570, 1976.

Co-recipient, Progressive Architecture Award, *Livable Urban Streets, San Francisco Bay Area and London*, with Donald Appleyard, 1979.